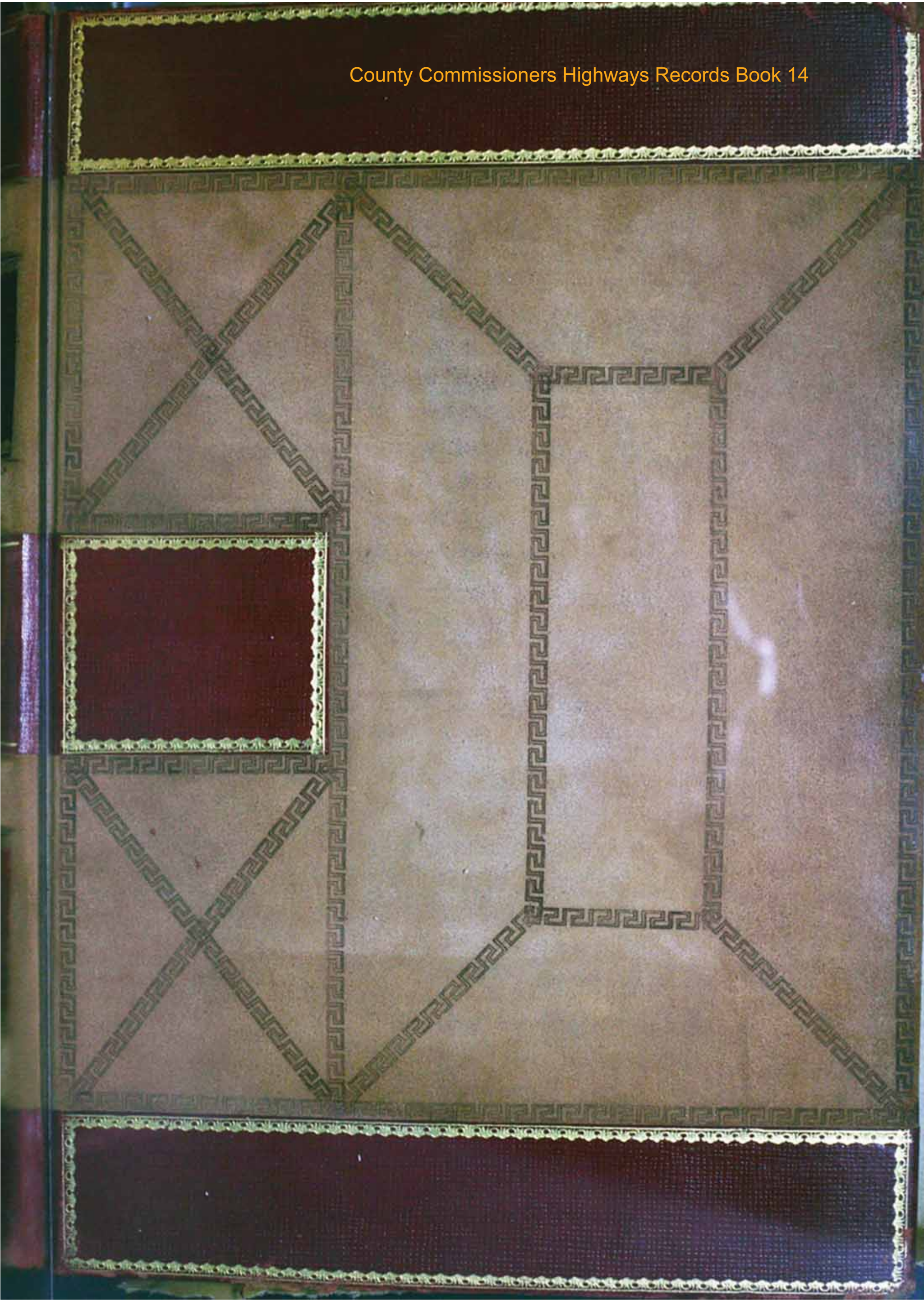


County Commissioners Highways Records Book 14



The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-fifth day of said month, and by adjournment on the third and thirty-first days of July and by adjournment on the seventh and ninth days of August and by adjournment on the fourth day of September, in the year of our Lord one thousand nine hundred and one.

Present,

James M. Sickman, Esq. Chairman	} County Commissioners.
Joel H. Hendrick, Esq.	
William H. Brainerd, Esq.	

Mayor and Aldermen
of the city of
Holyoke, Petrs. for
location of highway.

Commonwealth of Massachusetts.

Hampden, ss.

To the County Commissioners of the county of Hampden,
Respectfully represents the Mayor and Aldermen of the city of Holyoke in said county that the public convenience and necessity require that a highway be laid out across the spur tracks of the Connecticut River Railroad Company leased to the Boston & Maine Railroad Company at the same level and grade therewith, where the spur tracks of said Company cross the extension of Jackson street on the easterly and westerly sides of the second level canal in said Holyoke and of a spur track of the Holyoke and Westfield Railroad leased to the New Haven and Northampton Railroad and by it leased to the New York, New Haven and Hartford Railroad on the westerly side of the second level canal on Jackson street as travelled and that said highway may be laid out sixty feet in width beginning with the easterly side of Race street on the highway now known as Jackson street and extending from said easterly side of Race street sixty feet in width across the said tracks and across the said second level canal to land of the Holyoke and Westfield Railroad Company, a more particular description of which location is contained in the plan hereto annexed.

Your petitioners pray that after due notice to the Railroad Commissioners of the state of Massachusetts and to the Connecticut River Railroad Company, the Boston & Maine Railroad, the Holyoke & Westfield Railroad Company, the New Haven & Northampton Railroad and the New York, New Haven & Hartford Railroad Company; that your Honorable Board may adjudge that the public convenience and necessity require a highway to be laid out as aforesaid and may authorize the said city of Holyoke and the Mayor and Aldermen of said city of Holyoke to lay out said way in manner aforesaid and to construct a bridge across said canal in the line of said described way.

Arthur B. Chapin, Mayor and others, Petitioners.

19.
Book of Plans 2,
pages 117-121.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred, and due proceedings having been had thereon, the County Commissioners filed the following interlocutory decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, February 19th, 1901

Upon said petition, due notice having been given to all persons and corporations interested, and a full hearing having been had, it is now adjudged by said County Commissioners that public necessity requires said crossing at the same level.

James M. Sickman, Esquire, being disqualified on account of residence, Wm. H. Porter, Esquire was called in and acted in his stead.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

W. H. Porter, Associate Commissioner.

And said petition was continued from meeting to meeting to this meeting and now the County Commissioners file the following final decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, August 7th, 1901.

It appearing that public necessity required that the prayer of said petition should be granted and that the Board of Railroad Commissioners, has, in writing, consented to said crossing at the same level, it is hereby decreed that the said city of Holyoke be specially authorized to lay out said way in manner aforesaid and to construct a bridge across said canal in the line of said described way.

James M. Sickman, Esq. being disqualified on account of residence, Wm. H. Porter, Esq. was called in and acted in his stead.

W. H. Brainerd, }
J. H. Hendrick } County Commissioners.

William H. Porter, Associate Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

Commonwealth of Massachusetts.

To the Honorable County Commissioners of the county of Hampden:-
Respectfully represent the undersigned, Selectmen of the town of East Longmeadow, in said county, that public convenience and necessity require that the highway leading from Springfield in said county of Hampden to said East Longmeadow should be altered, relocated and the grade thereof changed from a point near the house of C. G. Thompson to a point about four hundred (400) feet north of the crossing known as Robeson's Crossing, where the said highway crosses the tracks of the New England Railroad Company, leased to the New York, New Haven and

Selectmen of the
town of East Long-
meadow, Petrs. for
relocation of highway.

Hartford Railroad Company:

Wherefore they pray that your Honorable Board cause all proper proceedings to be had thereon as required by law, and that said highway shall be altered, relocated and the grade thereof changed in such manner as your Honorable Board shall deem proper.

William H. Hall	}	Board of Selectmen of East Longmeadow.
Ethan Hancock		
John L. Davis		

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred, when the Commissioners appointed a place and a time for a view of the premises and a hearing, and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

County Treasurer
authorized to borrow
in anticipation of
county tax.

The Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, June 25th, 1901.

VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding Forty Thousand Dollars (\$ 40,000.) and to make, execute and deliver a note or notes to that amount, payable November 5th, 1901, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

J. B. Burbank awarded June 25, 1901.

contract for removing J. B. Burbank was awarded the contract for removing the offal from the offal at jail. jail for the year commencing July fifth, nineteen hundred and one, for eighty-one dollars, (\$81.), payable in advance.

Commonwealth of Massachusetts.
Hampden, ss. Superior Court. No. 1092 Eq.
Joint Petition of the Selectmen of Chester and the
Directors of the Boston and Albany Railroad Company for the Abolition of
six Grade Crossings in the town of Chester.

DECISION of the COMMISSION.

WHEREAS, we, Charles E. Hibbard, William Sullivan and William P. Martin, were duly appointed a commission in the above entitled case under Chapter 428 of the Acts of 1890, and Acts in amendment thereof, and whereas due notice of a public hearing upon the petition of said petitioners was given, as will more fully appear, reference being had to our order of notice, and the return of service thereon filed in Court in this case, and said hearing was held in said Chester on Saturday, the thirteenth day of April, 1901, when and where the petitioners and others interested were represented by counsel and a view of the crossings affected by said petition was taken, and said hearing was adjourned from time to time until now, and all parties appearing were fully heard, and it appeared that said crossings were established prior to June 21, 1890;

Now, having fully considered all the evidence and arguments submitted to us in the matter, we decide as follows:-

1. That it is necessary for the security and convenience of the public that the crossing at grade in said town of Chester of the public way between Chester and Huntington known as Huntington street, and said railroad, known as Whip Shop Crossing, shall be discontinued, and that a new way shall be built in substitution therefor, so as to avoid a crossing at grade, and we prescribe the manner and limits within which said new way in substitution for said crossing shall be built as follows:-

Beginning at a point in said Huntington street distant one hundred and twenty-eight and ninety-five one-hundredths (128 95/100) feet south 17° 23' 30" west from an iron pipe imbedded in the ground at station 1381 + 52 on the base line of the location of the Boston and Albany Railroad, the centre line of said new way shall run north 58° 5' 30" west two hundred and eighty-five and thirty-two one-hundredths (285 32/100) feet; thence north 35° 22' 25" west five hundred and eighty-seven and ninety-six one-hundredths (587 96/100) feet; thence north 23° 14' 30" west one thousand two hundred and twenty-six and four tenths (1226 4/10) feet; thence north 3° 10' 30" east two hundred and five (205) feet; thence north 6° 31' west one hundred and ten and twenty-four one-hundredths (110 24/100) feet; thence north 2° 54' east one hundred (100) feet to a point in the Round Hill Road distant one hundred and ninety-one and ninety-eight one-hundredths (191 98/100) feet south 88° 53' 55" west from an iron pipe imbedded in the ground at station 1404 on the base line of the location of the Boston and Albany Railroad.

Said new way shall be constructed within the following lines:-

Beginning at a point in the southwesterly line of said Huntington street distant twenty-five (25) feet northeasterly from the centre line of said new way measured at right angles thereto; thence running north

Selectmen of town of
Chester et al. Petrs.
for appointment of
Commission.
Whip Shop, Cooper,
Smith, Knox, Snow
& Otis crossings in
Chester.

Decision of the
Commission and Decree
of the Court.

See Plans in Desk.

58° 5' 30" west by a line parallel with and distant twenty-five (25) feet northeasterly from said centre line two hundred and thirty-eight and seventy-two one-hundredths ($238 \frac{72}{100}$) feet; thence running north 35° 22' 25" west by a line parallel with and distant twenty-five (25) feet northeasterly from said centre line, five hundred and eighty and twenty-eight one-hundredths ($580 \frac{28}{100}$) feet; thence running north 23° 14' 30" west by a line parallel with and distant twenty-five feet northeasterly from said centre line, one thousand one hundred and ninety-three and seventy-four one-hundredths ($1193 \frac{74}{100}$) feet; thence running north 1° 43' 20" west four hundred and twenty-seven and seventy-two one-hundredths ($427 \frac{72}{100}$) feet to the wall on the easterly side of said Round Hill Road; thence running north 76° 52' west across said road forty-eight and five tenths ($48 \frac{5}{10}$) feet; thence running south 8° 34' 40" west one hundred and five and eighty-five one-hundredths ($105 \frac{85}{100}$) feet; thence running south 14° 25' 20" east forty (40) feet to the wall on the westerly side of said Round Hill Road; thence running southerly by said wall one hundred and seven (107) feet; thence running southerly across said Round Hill Road one hundred and eleven (111) feet to a point in the southeasterly side line of said Round Hill Road distant twenty-five (25) feet westerly from the centre line of said new way measured at right angles thereto; thence running south 3° 10' 30" west by a line parallel with and distant twenty-five (25) feet westerly from said centre line sixty-three (63) feet; thence running south 23° 14' 30" east by a line parallel with and distant twenty-five (25) feet southwesterly from said centre line one thousand two hundred and thirty-four and ninety-three one-hundredths ($1234 \frac{93}{100}$) feet; thence running south 35° 22' 25" east by a line parallel with and distant twenty-five (25) feet southwesterly from said centre line five hundred and ninety-five and sixty-four ($595 \frac{64}{100}$) feet; thence running south 58° 5' 30" east by a line parallel with and distant twenty-five (25) feet southwesterly from said centre line three hundred and one and ninety-two one-hundredths ($301 \frac{92}{100}$) feet to the southwesterly line of said Huntington street; thence running northwesterly by the said southwesterly line of said Huntington street seventy-two and ninety-eight one-hundredths ($72 \frac{98}{100}$) feet to the place of beginning.

We specify the grade for said new way and the general method of construction as follows:-

At the southerly end of said new way, the elevation shall be five hundred and forty-three and ninety-five one-hundredths ($543 \frac{95}{100}$) feet above mean sea level. From this point the grade shall rise northwardly at the rate of five (5) feet in one hundred feet for a distance of two hundred and twelve (212) feet; thence at the rate of two and six tenths ($2 \frac{6}{10}$) feet in one hundred feet for a distance of seven hundred and sixty-five (765) feet; thence at the rate of four and four tenths ($4 \frac{4}{10}$) feet in one hundred feet for a distance of eight hundred and sixty-seven (867) feet; thence at the rate of five tenths ($\frac{5}{10}$) of a foot in one hundred feet for a distance of two hundred and ninety-three (293) feet;

thence the grade shall descend at the rate of seven (7) feet in one hundred feet to the present grade of said Round Hill Road at the northerly end of said new way.

Said new way shall be graded to a width of twenty (20) feet, and the surface is to be of good gravel ten (10) inches in depth with the proper crowning in the middle.

Wherever the grade of said new road exceeds five (5) feet in one hundred feet, gutters three (3) feet wide shall be provided upon each side thereof constructed of cobble paving stones.

An iron pipe culvert thirty-six (36) inches in diameter shall be provided under said new way at a point near station 17 + 73 feet.

Substantial wooden fences not less than three (3) feet and six (6) inches high, shall be built upon both sides of the roadway of said new way.

We specify the land or other property included in the location of said new way as the land or other property we deem necessary to be taken.

We decide and determine that so much of the said public way known as Huntington street as lies within the location of said railroad at the said Whip Shop Crossing, shall be discontinued upon the completion of said new way herein ordered, and that the two private crossings across said railroad, one situated about two hundred and thirty-seven (237) feet northwesterly from the said Whip Shop Crossing, and the other about six hundred and fifty (650) feet northwesterly from said Whip Shop Crossing, shall be discontinued within the limits of said railroad location in connection with the abolition of said Whip Shop Crossing.

2. That alterations in the crossing at grade in said town of Chester of a public way and said railroad, known as Round Hill Road Crossing or more commonly as Cooper Crossing, in the approaches to said crossing and in the location and grades of said Round Hill Road, are necessary for the security and convenience of the public so as to avoid a crossing at grade, and we prescribe the manner and limits within which such alterations shall be made as follows:-

The location and grade of the railroad remaining unchanged, the grade of said Round Hill Road shall be altered so that said road shall pass over the tracks of said railroad by a bridge at a height of not less than eighteen (18) feet in the clear above the grade of said tracks.

The centre line of said Road across the location of the railroad shall be coincident with the centre line of the existing crossing.

At a point in the centre line of said road distant fifty-one and seventy-five one-hundredths ($51 \frac{75}{100}$) feet south $32^{\circ} 16' 20''$ west from the centre line between the tracks of said railroad, the centre line of said road shall run south $13^{\circ} 8'$ west for a distance of one hundred and eighty and twenty-five one-hundredths ($180 \frac{25}{100}$) feet. At a point in the centre line of said road distant sixty-two and fifty-

three one-hundredths ($62 \frac{53}{100}$) feet north $32^{\circ} 16' 20''$ east from the said centre line between the said tracks, the centre line of said road shall run northerly by a line curving to the left with a radius of thirty-five (35) feet, forty-one and sixty-seven one-hundredths ($41 \frac{67}{100}$) feet; thence north $35^{\circ} 56' 40''$ west for a distance of three hundred and twenty and five tenths ($320 \frac{5}{100}$) feet.

So much of the northerly approach to said bridge as lies on the northeasterly side of the location of the railroad shall be constructed in part within the present lines of Huntington street, and in part within the lines of a certain parcel of land supposed to belong to Gustavus Bartholomew, and hereinafter ordered to be taken for the alteration of said Huntington street in connection with the alteration of said Round Hill Road Crossing.

The southerly approach to said bridge and so much of said road with its bridge and abutments as lies within the location of the railroad shall be constructed within the following lines:-

Beginning at a point in the northeasterly side line of the location of the railroad distant twenty-five (25) feet northwesterly from the centre line of said road; thence running south $32^{\circ} 16' 20''$ west by a line parallel with and distant twenty-five (25) feet northwesterly from said centre line of said road to the southwesterly side line of said location of said railroad; thence running north $20^{\circ} 16' 10''$ west by the said southwesterly side line of said location of said railroad twenty-nine and eleven one-hundredths ($29 \frac{11}{100}$) feet; thence running south $5^{\circ} 0' 30''$ west one hundred (100) feet; thence running south $18^{\circ} 33' 20''$ west eighty-four and fifty-three one-hundredths ($84 \frac{53}{100}$) feet; thence running south $13^{\circ} 8'$ west forty (40) feet; thence running south $76^{\circ} 52'$ east forty-eight and five tenths ($48 \frac{5}{10}$) feet to the wall on the easterly side of said road; thence running north 24° east one hundred and twenty-one (121) feet to the said southwesterly side line of said location of the railroad; thence running north $30^{\circ} 0' 10''$ west twenty-eight (28) feet, and north $20^{\circ} 16' 10''$ west eight and fifty-four one-hundredths ($8 \frac{54}{100}$) feet by the said southwesterly side line of said location of said railroad; thence running north $32^{\circ} 16' 20''$ east across the location of said railroad to the northeasterly side line thereof; thence running northwesterly by the said northeasterly side line of said location to the place of beginning.

We specify the grades for said Round Hill Road as altered and the general method of construction as follows:-

From the northerly end of said bridge over the railroad, the grade shall descend at a rate not exceeding five (5) feet in one hundred feet to the present grade of said Huntington street. From the southerly end of said bridge over the railroad the grade shall be level for a distance of one hundred and sixty (160) feet to the present grade of said Round Hill Road.

A vertical curve thirty (30) feet in length shall be provided at the angle formed by the intersection of said level grade with the grade

of said Round Hill Road.

The approaches to said bridge from both directions shall be graded to a width of not less than twenty (20) feet on the top between the railings. The surface of said approaches is to be of gravel ten (10) inches in depth with the proper crowning in the middle.

The said bridge over the railroad shall have a roadway not less than twenty (20) feet in width in the clear between the trusses, and shall be supported on abutments of suitable masonry.

The superstructure of said bridge shall be built of iron or steel with hard pine underfloor and spruce plank wearing surface.

Substantial wooden railings not less than three (3) feet six (6) inches high, shall be built upon both sides of said approaches.

In connection with the alteration of said Round Hill Road Crossing, the location of said Huntington street shall be changed so that said street shall pass over land supposed to belong to Gustavus Bartholomew from a point near land of F. B. Mason, northwesterly to a point near the northerly end of the northerly approach to the said bridge at said Round Hill Road Crossing, and for this purpose the following parcel of land is hereby taken:-

Beginning at the intersection of the northeasterly side line of Huntington street with the dividing line between land of F. B. Mason and land of Gustavus Bartholomew; thence running northwesterly by the said northeasterly side line of said Huntington street four hundred and sixty-eight and nine tenths ($468 \frac{9}{10}$) feet; thence running south $49^{\circ} 34' 40''$ east three hundred and sixty-eight and ninety-two one-hundredths ($368 \frac{92}{100}$) feet; thence running south $8^{\circ} 37' 50''$ west one hundred and fifty-four and ninety-two one-hundredths ($154 \frac{92}{100}$) feet to the place of beginning.

Said Huntington street as altered shall be graded to a width of eighteen (18) feet; and the surface is to be of good gravel ten (10) inches in depth with the proper crowning in the middle.

The grade of said Huntington street as altered shall rise northwardly at a rate of ninety-three one-hundredths ($\frac{93}{100}$) of a foot in one hundred feet from a point opposite the house of F. B. Mason to a point in the present location of said Huntington street near the northwesterly end of the northerly approach to the bridge at the Round Hill Road Crossing.

We specify the land or other property included in the location of said Round Hill Road as altered and in the location of said Huntington street as altered, and lying outside of the location of said railroad as the land or other property we deem necessary to be taken.

3. That the crossing at grade in said town of Chester of a public way and said railroad known as Huntington Road Crossing or more commonly as Smith Crossing, shall be altered so as to pass under said railroad at a bridge at the location of a certain private crossing known as Gowdy Crossing, and we prescribe the manner and limits within which such alterations shall be made as follows:-

The location of the railroad remaining unchanged, the location of said Huntington street shall be changed as follows:-

Beginning at a point in the present location of said Huntington street distant sixty-six and twenty-five one-hundredths ($66 \frac{25}{100}$) feet north $53^{\circ} 57' 50''$ east from the base line of the location of the railroad at Station 1410 + 25.5, the centre line of said Huntington street as altered shall run north $34^{\circ} 2'$ west eight hundred and seventy-one and thirty-two one-hundredths feet; thence north $50^{\circ} 37'$ west six hundred and forty-nine and sixteen one-hundredths ($649 \frac{16}{100}$) feet; thence by a line curving to the left with a radius of one hundred and forty and sixty-eight one-hundredths ($140 \frac{68}{100}$) feet, two hundred and twenty and twenty-six one-hundredths ($220 \frac{26}{100}$) feet; thence south $39^{\circ} 39' 40''$ west one hundred and eighty-five and sixty-five one-hundredths ($185 \frac{65}{100}$) feet to a point in the present location of said Huntington street distant fifty-seven and ninety-two one-hundredths ($57 \frac{92}{100}$) feet south $79^{\circ} 19' 40''$ west from the southwesterly corner of the house of Mrs. A. P. Howe.

The width of said Huntington street as altered shall be fifty (50) feet, that is to say, twenty-five (25) feet on each side of said centre line.

The said street as altered shall pass under the tracks of said railroad at a depth of not less than fifteen and eighty-three one-hundredths ($15 \frac{83}{100}$) feet below the top of the rails of said Railroad Company's tracks when raised to the new grade hereinafter ordered.

A suitable bridge shall be built over said street as altered to support the tracks of said railroad so as to leave a clear headroom of at least thirteen (13) feet above the grade of said street.

We specify the grades for said street as altered and the general method of construction as follows:-

From a point in the new location of said street distant thirty-five (35) feet northeasterly from the base line of the location of said railroad at Station 1426 + 46.7, the grade shall rise northeastwardly at a rate of five (5) feet in one hundred feet for a distance of one hundred and fifty-seven (157) feet; thence the grade shall descend at the rate of four tenths ($\frac{4}{10}$) of a foot in one hundred feet for a distance of four hundred and eighty-three (483) feet; thence the grade shall descend at the rate of one and one tenth ($1 \frac{1}{10}$) of a foot in one hundred feet for a distance of nine hundred and twelve (912) feet; thence the grade shall rise at the rate of thirteen one-hundredths ($\frac{13}{100}$) of a foot in one hundred feet for a distance of one hundred and ninety-seven and thirty-nine one-hundredths ($197 \frac{39}{100}$) feet to the present grade of said Huntington street.

From a point in the new location of said street distant thirty-five (35) feet southwesterly from said base line at Station 1426 + 46.7, the grade shall rise southwestwardly at a rate of five (5) feet in one hundred feet for a distance of one hundred and seven (107) feet to the

present grade of said Huntington street.

Said Huntington street as altered shall be graded to a width of twenty (20) feet, and the surface is to be of good gravel ten (10) inches in depth with the proper crowning in the middle. The said bridge over said street as altered shall have a clear span of not less than twenty (20) feet. It shall be built of iron or steel and shall be supported on suitable abutments of stone. Substantial wooden fences not less than three (3) feet six (6) inches high shall be built upon both sides of said street as altered.

An iron pipe culvert forty-eight (48) inches in diameter shall be provided under said Huntington street as altered at a point near Station 14 + 37 feet.

Suitable catch basins covered with iron gratings are to be provided, one upon each side of the roadway under the bridge. A vitrified drain pipe twelve (12) inches in diameter with a proper check-valve, shall be laid from said catch basins in an easterly direction in said street as altered to land of Matthew Torney, thence across land of said Torney and land of the International Emery and Corundum Company to the west branch of the Westfield river, as shown on the plan hereinafter described.

For the purpose of laying, maintaining and repairing said pipe, a strip of land is hereby taken six (6) feet in width, that is to say, three (3) feet on each side of the centre of said pipe as shown on said plan, extending from the northeasterly line of said Huntington street as altered over and across said land of said Torney and land of said Emery and Corundum Company to said river.

The grade of the railroad is to be raised one foot at the point where said Huntington street as altered will pass under said railroad. From Station 1427 on the base line of the location of the railroad, the grade of the railroad shall ascend northwestwardly at a rate of ninety-three one-hundredths ($93/100$) of a foot in one hundred feet until the new grade shall intersect the present grade at or about at the bridge over the west branch of the Westfield river. From the said Station 1427 the grade of the railroad shall descend southeastwardly at a rate of one and seventeen one-hundredths ($1\ 17/100$) feet in one hundred feet until the new grade shall intersect the present grade at or about at Station 1417, as shown on said plan.

We specify the land or other property included in the location of said Huntington street as altered and lying outside of the location of said railroad as the land or other property we deem necessary to be taken.

We decide and determine that so much of the public way known as Huntington street as lies within the location of said railroad at the said Smith Crossing shall be discontinued upon the completion of said alterations herein ordered, and that the said private crossing known as Gowdy Crossing shall be discontinued within the limits of said railroad location in connection with the abolition of said Smith Crossing.

4. That the crossing at grade in said town of Chester of a public way and said railroad known as River street crossing or more commonly as Knox Crossing, shall be altered so as to pass under said railroad at a bridge about three hundred and ten (310) feet southerly from the southerly end of the Chester Passenger Station, and we prescribe the manner and limits within which such alterations shall be made as follows:-

The location and grade of the railroad remaining unchanged, the location of said River street shall be changed as follows:-

Beginning at a point in the present location of said River street distant sixty-two and twenty-five one-hundredths ($62 \frac{25}{100}$) feet north $82^{\circ} 20'$ east from the base line of the location of the railroad at Station 1461 + 91, the centre line of said River street as altered shall run south $7^{\circ} 44' 10''$ east five hundred and eighty-five and ninety-eight one-hundredths ($585 \frac{98}{100}$) feet; thence running south $14^{\circ} 5' 30''$ east one hundred and forty-five and thirty-nine one-hundredths ($145 \frac{39}{100}$) feet; thence running south $31^{\circ} 24' 10''$ east two hundred and nineteen and thirty-four one-hundredths ($219 \frac{34}{100}$) feet; thence running south $9^{\circ} 49' 10''$ east fifty-eight (58) feet; thence running south $1^{\circ} 21' 10''$ east one hundred and thirty-six and seventy-four one-hundredths ($136 \frac{74}{100}$) feet; thence running south $16^{\circ} 38' 10''$ east fifty-eight (58) feet; thence running south $49^{\circ} 21' 10''$ east seventy-nine and sixty-five one-hundredths ($79 \frac{65}{100}$) feet; thence running south $28^{\circ} 35' 10''$ east three hundred and seventy-eight and thirty-nine one-hundredths ($378 \frac{39}{100}$) feet; thence running south $24^{\circ} 7' 40''$ east two hundred and forty-five and thirty-two one-hundredths ($245 \frac{32}{100}$) feet; thence by a line curving to the right with a radius of fifty (50) feet seventy-six and seven tenths ($76 \frac{7}{10}$) feet; thence south $63^{\circ} 46' 50''$ west one hundred and fifty-eight and seventy-seven one-hundredths ($158 \frac{77}{100}$) feet; thence by a line curving to the right with a radius of forty-nine and thirty-four one-hundredths ($49 \frac{34}{100}$) feet seventy-seven and forty-one one-hundredths ($77 \frac{41}{100}$) feet; thence north $26^{\circ} 18' 40''$ west two hundred and twenty-three and fifty-seven one-hundredths ($223 \frac{57}{100}$) feet to a point distant sixty-nine and sixty-two one-hundredths ($69 \frac{62}{100}$) feet south $30^{\circ} 40' 20''$ west from the southwesterly corner of the said Chester Passenger Station; thence south $76^{\circ} 21' 20''$ west fifty-three and five tenths ($53 \frac{5}{10}$) feet to Main street.

Said River street as altered shall be constructed within the following lines:-

Beginning at a point in the easterly side line of the location of the railroad distant ninety (90) feet northerly from the dividing line between land of Mrs. Mary Dibble and land of A. E. Hart; thence running southeasterly by the said easterly side line of the said location of the railroad four hundred and forty-one and seventy-nine one-hundredths ($441 \frac{79}{100}$) feet; thence running south $14^{\circ} 5' 30''$ east one hundred and eighty-three and four tenths ($183 \frac{4}{10}$) feet; thence running south $29^{\circ} 47' 30''$ east two hundred and thirty-five and fifty-three one-hundredths

(235 53/100) feet; thence running south $9^{\circ} 49' 10''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southwesterly from said centre line of said River street as altered thirty-five and sixty-three one-hundredths ($35 \frac{63}{100}$) feet; thence running south $11^{\circ} 22' 20''$ west one hundred and forty-one and two tenths ($141 \frac{2}{10}$) feet; thence running south $16^{\circ} 38' 10''$ east by a line parallel with said centre line seventy-three and twenty-five one-hundredths ($73 \frac{25}{100}$) feet; thence running south $54^{\circ} 44'$ east sixty-two (62) feet to a point in the dividing line between land of Augustine Bartlett and land of said railroad company; thence running north $62^{\circ} 59' 30''$ east twenty-one (21) feet; thence running south $49^{\circ} 21' 10''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southwesterly from said centre line nineteen and ninety-seven one-hundredths ($19 \frac{97}{100}$) feet; thence running south $24^{\circ} 45' 50''$ east fifty-four and seventy-six one-hundredths ($54 \frac{76}{100}$) feet to a point in the dividing line between land of said Bartlett and land of said Railroad Company; thence running northeasterly by said dividing line six and five tenths ($6 \frac{5}{10}$) feet to a point distant sixteen and five tenths ($16 \frac{5}{10}$) feet southwesterly from said centre line of said River street as altered measured at right angles thereto; thence running south $28^{\circ} 35' 10''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) southwesterly from said centre line three hundred and twenty-seven and two tenths ($327 \frac{2}{10}$) feet; thence running south $24^{\circ} 7' 40''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southwesterly from said centre line two hundred and forty-four and sixty-seven one-hundredths ($244 \frac{67}{100}$) feet; thence by a line curving to the right with a radius of thirty-three and five tenths ($33 \frac{5}{10}$) feet, fifty-one and thirty-nine one-hundredths ($51 \frac{39}{100}$) feet; thence south $63^{\circ} 46' 50''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northwesterly from said centre line one hundred and fifty-eight and seventy-three one-hundredths ($158 \frac{73}{100}$) feet to the southwesterly side line of the location of the Boston and Albany Railroad; thence running northwesterly by the said southwesterly side line of said location twenty and forty-nine one-hundredths ($20 \frac{49}{100}$) feet to the dividing line between land of the said Railroad Company and land of John Kilmer; thence running southwesterly by said dividing line thirty-one and five tenths ($31 \frac{5}{10}$) feet; thence running north $26^{\circ} 18' 40''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from said centre line two hundred and forty-nine and six one-hundredths ($249 \frac{6}{100}$) feet; thence south $76^{\circ} 21' 20''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northwesterly from said centre line seventy (70) feet to said Main street; thence southeasterly by said Main street to a point distant sixteen and five tenths ($16 \frac{5}{10}$) feet southeasterly from the said centre line of said River street as altered measured at right angles thereto; thence north $76^{\circ} 21' 20''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southeasterly from said centre line thirty-seven (37)

feet; thence south $26^{\circ} 18' 40''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southwesterly from said centre line two hundred and twenty-two and seventy-one one-hundredths ($222 \frac{71}{100}$) feet to the dividing line between land of said Railroad Company and land of said John Kilmer; thence running southwesterly by said dividing line three and five tenths ($3 \frac{5}{10}$) feet; thence south $26^{\circ} 18' 40''$ east twenty (20) feet; thence south $67^{\circ} 8' 40''$ east sixty-one and five tenths ($61 \frac{5}{10}$) feet; thence north $63^{\circ} 46' 50''$ east thirty (30) feet to the said southwesterly side line of the location of said railroad; thence running northwesterly by the said southwesterly side line of said location thirteen and forty-nine one-hundredths ($13 \frac{49}{100}$) feet; thence north $63^{\circ} 46' 50''$ east by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet southeasterly from the said centre line of said River street as altered one hundred and fifty-seven and thirty-four one-hundredths ($157 \frac{34}{100}$) feet; thence by a line curving to the left with a radius of sixty-six and five tenths ($66 \frac{5}{10}$) feet, one hundred and two and one one-hundredth ($102 \frac{1}{100}$) feet to the dividing line between land of said Railroad Company and land of the Hudson and Chester Granite Company; thence north $24^{\circ} 7' 40''$ west by said dividing line two hundred and forty-five and ninety-six one-hundredths ($245 \frac{96}{100}$) feet; thence north $28^{\circ} 35' 10''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from the centre line of said River street as altered three hundred and twenty-six and fifty-eight one-hundredths ($326 \frac{58}{100}$) feet to the dividing line between land of said Railroad Company and land of Augustine Bartlett; thence running northeasterly by said dividing line eighteen and three one-hundredths ($18 \frac{3}{100}$) feet to a point distant thirty-four and five tenths ($34 \frac{5}{10}$) feet northeasterly from said centre line measured at right angles thereto; thence north $28^{\circ} 35' 10''$ west by a line parallel with and distant thirty-four and five tenths ($34 \frac{5}{10}$) feet northeasterly from said centre line fifty-six and fifty-one one-hundredths ($56 \frac{51}{100}$) feet; thence north $60^{\circ} 39' 20''$ west eighty-five and eighty-eight one-hundredths ($85 \frac{88}{100}$) feet; thence north $16^{\circ} 38' 10''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from said centre line fifty and ninety-five one-hundredths ($50 \frac{95}{100}$) feet; thence north $2^{\circ} 9'$ east ninety-six and thirty-seven one-hundredths ($96 \frac{37}{100}$) feet; thence north $9^{\circ} 49' 10''$ west one hundred and two and thirty-seven one-hundredths ($102 \frac{37}{100}$) feet; thence north $31^{\circ} 24' 10''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from said centre line two hundred and nineteen and ninety-eight one-hundredths ($219 \frac{98}{100}$) feet; thence north $14^{\circ} 5' 30''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from said centre line one hundred and forty-one and ninety-six one-hundredths ($141 \frac{96}{100}$) feet; thence north $7^{\circ} 44' 10''$ west by a line parallel with and distant sixteen and five tenths ($16 \frac{5}{10}$) feet northeasterly from said centre line six hundred and thirteen and three

one-hundredths ($613 \frac{3}{100}$) feet to the southeasterly line of said River street; thence southerly by the said southeasterly line of said River street to the place of beginning.

The said River street as altered shall pass under the tracks of said railroad at a depth of not less than fifteen and sixty-seven one-hundredths ($15 \frac{67}{100}$) feet below the top of the rails of said Railroad Company's tracks. A suitable bridge shall be built over said street as altered to support the tracks of said railroad so as to leave a clear head-room of at least thirteen (13) feet above the grade of said street.

We specify that grades for said street as altered and the general method of construction as follows:-

From a point in said River street as altered distant thirty-five (35) feet northeasterly from the centre line between the main tracks of said railroad at the point where said railroad will pass over said street by a bridge, the grade shall rise northeastwardly at a rate of five (5) feet in one hundred feet for a distance of two hundred and seventeen (217) feet; thence the grade shall rise at a rate of one and five tenths ($1 \frac{5}{10}$) feet in one hundred feet for a distance of two hundred and nine (209) feet; thence the grade shall rise at a rate of six (6) feet in one hundred feet for a distance of four hundred and seventy-eight (478) feet; thence the grade shall rise at a rate of five and four tenths ($5 \frac{4}{10}$) feet in one hundred feet for a distance of one hundred and eighty-six (186) feet; thence the grade shall descend at a rate of three (3) feet in one hundred feet for a distance of one hundred and eighty-seven (187) feet; thence the grade shall rise at a rate of one and six tenths ($1 \frac{6}{10}$) feet in one hundred feet for a distance of one hundred and eighty-eight (188) feet; thence the grade shall descend at a rate of two and five tenths ($2 \frac{5}{10}$) feet in one hundred feet for a distance of five hundred and ninety-seven (597) feet to the present grade of said River street.

From a point in said River street as altered distant thirty-five (35) feet southwesterly from the centre line between the main tracks of said railroad at the point where said railroad will pass over said street by a bridge, the grade shall rise southwestwardly at a rate of four and thirty-nine one-hundredths ($4 \frac{39}{100}$) feet for a distance of three hundred and twelve (312) feet; thence the grade shall descend at a rate of sixty-four one-hundredths ($\frac{64}{100}$) of a foot in one hundred feet for a distance of fifty-three and five tenths ($53 \frac{5}{10}$) feet to the present grade of said Main street.

At the angles formed by the changes in grade suitable vertical curves shall be provided.

Said River street as altered shall be graded to a width of twenty (20) feet, and the surface is to be of good gravel ten (10) inches in depth with the proper crowning in the middle.

The said bridge over said street as altered shall have a clear span of not less than twenty-five (25) feet. It shall be built of

iron or steel, and shall be supported on suitable abutments of stone. Substantial wooden fences or railings not less than three (3) feet six (6) inches high shall be built upon both sides of said street as altered.

Suitable catch basins covered with iron gratings shall be provided, one upon each side of the roadway under the bridge. A vitrified drain pipe twenty-four (24) inches in diameter with a proper check-valve, shall be laid from said catch basins in a northeasterly direction in said street to a point outside of the location of the railroad, thence in a southeasterly direction across land of said Railroad Company, but outside of the location of its railroad, and across land of the said International Emery and Corundum Company to the west branch of the Westfield river, as shown on the plan hereinafter described.

For the purpose of laying, maintaining and repairing said pipe, a strip of land adjoining the northeasterly side line of the location of the railroad is hereby taken, six (6) feet in width, that is to say, three (3) feet on each side of the centre of said pipe as shown on said plan, extending from the southeasterly line of said River street as altered over and across land of said Railroad Company and land of said Emery and Corundum Company, to said river.

Wherever the grade of said River street as altered exceeds five (5) feet in one hundred feet, gutters three (3) feet in width shall be provided upon each side thereof, constructed of cobble paving stones. Suitable culverts and drains shall be provided wherever necessary and wherever the same are indicated on the plans hereinafter described.

We specify the land or other property included in the location of said River street as altered and lying outside of the location of said railroad as the land or other property we deem necessary to be taken for the new location of said public way, of which land so taken for said purposes about thirty-three thousand eight hundred and ten (33,810) square feet is the property of and is taken from said Railroad Company.

We decide and determine that so much of the public way known as River street as lies within the location of said railroad at the said Knox Crossing shall be discontinued upon the completion of the alterations herein ordered, and that the public or private crossing across said railroad forming an extension of the public way known as Main street and situated about ninety-three (93) feet southeasterly from the southeast end of the Chester passenger station, together with any private rights to cross said railroad at or near said Chester Station, which may exist under a certain deed from Nathan Root to the Western Railroad Corporation, dated June 5, 1839, and recorded in Hampden Deeds, Book 108, Page 530, shall also be discontinued within the limits of the railroad location in connection with the abolition of said Knox Crossing.

5. That the crossing at grade in said town of Chester of a public way and said railroad known as Middlefield street Crossing or more commonly as Snow Crossing, shall be altered so as to pass over said railroad by a bridge at a height of not less than eighteen (18) feet in the clear above the grade of said tracks, about fourteen hundred and twenty-five (1425) feet northwesterly from said existing crossing at grade,

and we prescribe the manner and limits within which such alterations shall be made as follows:-

The location and grade of the railroad remaining unchanged, said Middlefield street as altered shall be constructed within the following lines:-

Beginning at a point in the southwesterly side line of the location of the railroad distant forty-one and twenty-five one-hundredths ($41 \frac{25}{100}$) feet south $85^{\circ} 47'$ west from the base line of the location of the railroad at station 1503 + 1; thence running northwesterly by the said southwesterly side line of location of said railroad fifteen hundred and six and five tenths ($1506 \frac{5}{10}$) feet; thence running north $75^{\circ} 58' 10''$ east eighty-two and five tenths ($82 \frac{5}{10}$) feet to the northeasterly side line of location of said railroad; thence running southeasterly by the said northeasterly side line of said railroad location twenty-five (25) feet; thence north $60^{\circ} 36' 20''$ east one hundred and seventy-five and fifty-five one-hundredths ($175 \frac{55}{100}$) feet to the southwesterly side of said Middlefield street; thence running south $16^{\circ} 56' 20''$ east by the said southwesterly side of said Middlefield street twenty and forty-seven one-hundredths ($20 \frac{47}{100}$) feet; thence north $63^{\circ} 32' 10''$ east one hundred and sixty-six and twenty-three one-hundredths ($166 \frac{23}{100}$) feet to the west branch of the Westfield river; thence running northwesterly by said river forty-eight (48) feet; thence south $79^{\circ} 9' 20''$ west one hundred and sixty-five and thirty-two one-hundredths ($165 \frac{32}{100}$) feet to the wall which separates land of Patrick Nolan from the public way which crosses the railroad at Otis Crossing; thence running south $16^{\circ} 56' 20''$ east by said wall twenty-two and six tenths ($22 \frac{6}{10}$) feet; thence south $77^{\circ} 11' 20''$ west one hundred and sixty-six and seventy-nine one-hundredths ($166 \frac{79}{100}$) feet to the said northeasterly side line of said railroad location; thence running southeasterly by the said northeasterly side line of said location twenty-five (25) feet; thence south $75^{\circ} 58' 10''$ west one hundred and thirty-two and five tenths ($132 \frac{5}{10}$) feet; thence running southeasterly by a line parallel with and distant fifty (50) feet southwesterly from the said southwesterly side line of said railroad location fourteen hundred and ninety-seven and sixty-two one-hundredths ($1497 \frac{62}{100}$) feet; thence south $34^{\circ} 13'$ east forty (40) feet to the southwesterly line of said Middlefield street; thence running southeasterly by the said southwesterly line of said Middlefield street fifteen (15) feet; thence running easterly across said Middlefield street to the place of beginning.

We specify the grades for said Middlefield street as altered and the general method of construction as follows:-

From the northeasterly end of said bridge over the railroad, the grade shall descend at a rate of nine (9) feet in one hundred feet to the bridge over the west branch of the Westfield river. From the southwesterly end of said bridge over the railroad, the grade shall be level for a distance of thirty-five (35) feet; thence the grade shall descend southeastwardly at a rate of one and four tenths ($1 \frac{4}{10}$) feet

in one hundred feet for a distance of one hundred and fifty (150) feet; thence the grade shall descend at the rate of six (6) feet in one hundred feet for a distance of four hundred and eighty (480) feet; thence the grade shall descend at a rate of eight tenths ($8/10$) of a foot in one hundred feet for a distance of nine hundred (900) feet to the present grade of said Middlefield street. Suitable vertical curves shall be provided at the angles formed by the changes in grade.

The grade of Middlefield street in its present location shall be raised at its junction with said Middlefield street as altered opposite land of said Nolan to meet the grade of said street as altered, and shall descend southeastwardly at a rate of seven and thirty-three one-hundredths ($7\frac{33}{100}$) feet in one hundred feet to meet the present grade of said Middlefield street.

The grade of said public way which crosses the railroad at Otis Crossing shall be raised at its junction with said Middlefield street as altered to meet the grade of said street as altered, and shall descend northwestwardly at a rate of eight tenths ($8/10$) of a foot in one hundred feet to meet the present grade of said public way.

Said Middlefield street as altered shall be graded to a width of twenty (20) feet, and the surface is to be of gravel ten (10) inches in depth with the proper crowning in the middle.

The said bridge over the railroad shall have a roadway not less than twenty (20) feet in width in the clear between the trusses and shall be supported on abutments of suitable masonry. The superstructure of said bridge shall be built of iron or steel with hard pine underfloor and spruce plank wearing surface.

Substantial fences or railings not less than three (3) feet and six (6) inches high shall be built upon both sides of said Middlefield street as altered. Suitable culverts and drains shall be provided where necessary, and wherever the same are indicated on the plans hereinafter described.

That portion of said Middlefield street in its present location which is to be raised to meet the grade of said Middlefield street as altered, and that portion of said public way which crosses the railroad at Otis Crossing which is to be raised to meet the grade of said Middlefield street as altered, shall be graded to a width of twenty (20) feet and the surface shall be of gravel ten (10) inches in depth with the proper crowning in the middle. Suitable railings three (3) feet six (6) inches high shall be built on both sides of said ways so far as the grade is raised.

Gutters three (3) feet in width constructed of cobble paving stones shall be provided on both sides of the roadway of said Middlefield street as altered wherever the grade exceeds five (5) feet in one hundred feet, and on both sides of the roadway of that portion of the present location of said Middlefield street which is raised to meet the grade of said Middlefield street as altered.

We specify the land or other property included in the location of said Middlefield street as altered and lying outside of the location of said railroad as the land or other property we deem necessary to be taken.

We decide and determine that so much of the public way known as Middlefield street as lies within the location of said railroad at the said Snow Crossing shall be discontinued upon the completion of said alterations herein ordered.

6. That the crossing at grade in said town of Chester of a public way and said railroad known as Otis Crossing shall be discontinued, and that a new way shall be built in substitution therefor, so as to avoid a crossing at grade, and we prescribe the manner and limits within which said new way shall be built as follows:-

Said new way shall be built within the following lines:-

Beginning at a point in the southwesterly side line of the location of the railroad distant forty-one and twenty-five one-hundredths ($41\frac{25}{100}$) feet southwesterly from the base line of the location of the railroad at station 1526 + 84.5; thence running southeasterly by the said southwesterly side line of location of said railroad eight hundred and fifteen and seventy-six one-hundredths ($815\frac{76}{100}$) feet to the northwesterly line of said Middlefield street as altered; thence running south $75^{\circ} 58' 10''$ west by the said northwesterly line of said Middlefield street as altered fifty (50) feet; thence running northwesterly by a line parallel with and distant fifty (50) feet southwesterly from the said southwesterly side line of said railroad location nine hundred and thirty-six and forty-five one-hundredths ($936\frac{45}{100}$) feet to the southwesterly line of said public way which crosses the railroad at Otis Crossing; thence running southeasterly by the said southwesterly line of said public way to the place of beginning.

We specify the grade for said new way and the general method of construction as follows:-

Beginning at the northerly end of said new way the grade shall rise southeastwardly at a rate of two tenths ($\frac{2}{10}$) of a foot in one hundred feet for a distance of two hundred (200) feet; thence the grade shall descend at a rate of four (4) feet in one hundred feet for a distance of two hundred and fifty (250) feet; thence the grade shall rise at a rate of six (6) feet in one hundred feet for a distance of three hundred (300) feet; thence the grade shall rise at a rate of seventy-six one-hundredths ($\frac{76}{100}$) of a foot in one hundred feet to meet the grade of said Middlefield street as altered. Suitable vertical curves shall be provided at the angles formed by the changes in grade.

Said new way shall be graded to a width of eighteen (18) feet, and the surface is to be of gravel eight (8) inches in depth with the proper crowning in the middle.

Wherever the grade of said new way exceeds five (5) feet in one hundred feet, gutters three (3) feet wide shall be provided upon each

side of the roadway, constructed of cobble paving stones. Suitable drains and culverts shall be provided where necessary and wherever the same are indicated on the plans hereinafter described. Substantial fences or railings not less than three (3) feet and six (6) inches high shall be built upon both sides of said new way.

We specify the land or other property included in the location of said new way as the land or other property we deem necessary to be taken.

We decide and determine that so much of the said public way which crosses the railroad at said Otis Crossing as lies within the location of said railroad shall be discontinued upon the completion of said new way herein ordered.

7. That public necessity and convenience require that, in addition to the private crossings hereinbefore named, all other private ways on or across said railroad location between said Whip Shop Crossing on the south and the railroad bridge numbered one hundred and thirty-three (133) on the north, shall be discontinued within the limits of the railroad location in connection with the abolition of the public grade crossings hereinbefore described, and all of said private ways are hereby discontinued.

We determine that the Boston and Albany Railroad Company shall do all the work herein ordered to be done.

We decide and determine that the Commonwealth shall pay twenty-five per cent. (25%) of the total actual cost of the alterations, including the cost of the hearing and the compensation of the commissioners and auditors for their services and expenses, and all damages including those mentioned in section 5 of said chapter 428 of the Acts of 1890, as amended, and that the town of Chester shall pay ten per cent. (10%) thereof, and that the Boston and Albany Railroad Company shall pay sixty-five per cent. (65%) thereof.

We file herewith as a part of our decision, showing the alterations herein decided upon, three (3) plans, the first of which is entitled "Plan & Profiles for the Abolition of Grade Crossings at Round Hill Road and Huntington street Crossings, Chester, Mass.", the second "Plan & Profiles for the Abolition of River street Grade Crossing at Chester, Mass.", and the third "Plan & Profiles for the Abolition of Grade Crossings at Middlefield street and Otis Crossings, Chester, Mass.", all being dated June, 1901, and signed by us.

The charges of the commissioners for services and expenses are as follows:-

Charles E. Hibbard, -	Services,	\$ 150.	
	Expenses,	3.92	153.92
William Sullivan, -	Services,	125.	
	Expenses,	15.68	
		<u>140.68</u>	140.68
William P. Martin, -	Services,	125.	
	Expenses,	16.40	
		<u>141.40</u>	141.40
Total charges of Commissioners,			

Dated this nineteenth day of June, 1901.

Chas. E. Hibbard }
William Sullivan } Commissioners.
William P. Martin }

Filed June 26, 1901.

D E C R E E of the C O U R T.

In this case the decision of Charles E. Hibbard, William Sullivan and William P. Martin having been duly returned and filed in this Court, and the same having been considered, and it appearing that the Board of Railroad Commissioners have given their consent to the change of grade of the railroad involved in such decision, and furthermore a certificate of said Board of Railroad Commissioners having been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous certificates issued under Section 11 of Chapter 428 of the Acts of 1890, will not exceed the amount provided for in said Act, it is ordered, adjudged and decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

We consent to this decree.

Selectmen of Chester

by their attorney, Arthur S. Kneil.

By the Court R O B E R T O. M O R R I S, Clerk.

On the back of which Decree are the following indorsements, to wit:-

We consent to the within decree. The town of Chester, by
Arthur S. Kneil, its attorney.

The Boston & Albany R. R. Co., by
Saml. Hoar, its General Counsel.

The Commonwealth does not desire to be heard upon the within decree.
By Fredk. E. Hurd, Asst. Atty-Gen.

Filed June 26, 1901.

True copies. Attest:- R O B E R T O. M O R R I S,
(L. S.) Clerk.

July 31, 1901. The contract for furnishing the court-house, jail and truant school with coal for the ensuing year, was awarded to Geo. C. Tait.

Jail, Maryland Co.'s. George's Creek coal @ \$ 4.20 gross tons.
Court-house, Maryland Co.'s. George's Creek coal @ \$ 4.65 gross tons.
Truant School, Lehigh Egg & stove coal @ \$ 6.09 gross tons.

Geo. C. Tait awarded Contract for furnishing Court-house, Jail and Truant School with coal.

C. W. Bates et als.
Petr. for new loca-
tion and discontinu-
ance of highways in
Blandford.

24.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting Aug. 7, 1901.

In the matter of the petition of C. W. Bates et als. for a new highway in Blandford filed April 21, 1899.

It now appearing that in the report of the location in the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to David Smith Est. instead of Lauraett Smith,

We therefore amend our said report by striking out the name David Smith Est. and inserting Lauraett Smith.

W. H. Brainerd }

J. H. Handrick }

County Commissioners.

Patrick J. Browne,
Petr. for release
from Truant School.

To the Honorable the County Commissioners of Hampden county:

Respectfully represents John J. Browne and Ellen A. Browne, husband and wife, both of said Springfield, that they are the parents of Patrick J. Browne;

That on March 28, 1901, said Patrick J. Browne was committed, as an habitual truant or habitual absentee, to the Hampden County Truant School, under a sentence imposed by Hon. Henry W. Bosworth, Justice of the Police Court of Springfield;

That at the time of said sentence and commitment said Patrick J. Browne, was over the age of sixteen years, his seventeenth birthday having been February 9, 1901;

That your petitioners feel that said Patrick has reformed from his idle ways and that they will be and are suitable, able and willing to subject him to proper parental control.

Wherefore they pray that your honorable board with the approval of said Justice discharge the said Patrick from said Truant School,

And they further certify that the statements herein contained are true to the best of their knowledge and belief.

John J. Browne

Ellie A. Browne

Hampden, ss. July 30, 1901. Subscribed and sworn to, before me,
Dexter E. Tilley, Notary Public.

Having considered the matter of the foregoing petition, I hereby signify my approval of the granting of the prayer therein contained.

H. W. Bosworth, Judge.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, Aug. 7th, 1901.

To All Persons to whom these Presents shall come, Greeting:

Whereas, it has been made to appear to said Commissioners that Patrick J. Browne of Springfield in said county, committed to the Hampden County Truant School on the twenty-eighth day of March, nineteen

hundred and one by the Police Court of Springfield, was at the time of said commitment over the age of sixteen years and that the Justice of the Court which imposed the sentence having approved:-

It is ordered that said Patrick J. Browne be discharged.

	J. M. Sickman	} County Commissioners.
(L. S.)	W. H. Brainerd	
	J. H. Hendrick	

Chap. 496 Acts 1898.

Commonwealth of Massachusetts.

Hampden, ss.

Superior Court.

No. 9.

SELECTMEN of the town of PALMER, Petitioners for an Alteration in the Crossing of the "SPRINGFIELD ROAD" and the Railroad of the WARE RIVER RAILROAD COMPANY, and the Crossing of said SPRINGFIELD ROAD and the RAILROAD of the NEW LONDON NORTHERN RAILROAD COMPANY, both in said PALMER.

D E C I S I O N of the C O M M I S S I O N.

Whereas we, William Turtle, Frederick L. Greene and John W. Mason were duly appointed a Commission in the above entitled case under the provisions of Chapter 428 of the Acts of 1890 and Acts in amendment thereof,

And whereas due notice of a public hearing upon the petition of said petitioners was given, as will more fully appear, reference being had to the order of notice and the return of service thereon filed in Court in this case, and said hearing was held at said Palmer on Saturday, the 22d day of June, 1901, at two o'clock in the afternoon, when and where all persons appearing were fully heard and a view of the crossings affected by said petition was taken, and it appeared that said crossings were established prior to June 21, 1890,

Now, having fully considered all the evidence and arguments submitted to us in the matter, we decide that it is necessary for the security and convenience of the public that alterations should be made in the crossing at grade of the public way leading from Palmer to Springfield and known as the Springfield Road and the railroad of the Ware River Railroad Company, leased to the Boston and Albany Railroad Company and now operated by the New York Central and Hudson River Railroad Company under the terms of its lease of the Boston and Albany Railroad, and that alterations should be made in the crossing at grade of said Springfield Road and the railroad of the New London Northern Railroad Company, leased to the Central Vermont Railway Company, (it appearing that both said railroads cross said Springfield Road at or near the same point), in the approaches to said crossings, and in the location and grade of said Springfield Road, so as to avoid said crossings at grade; and we prescribe the manner and limits within which such alterations shall be made as follows:-

Selectmen of the town of Palmer, Petrs. for appointment of Commission.

*WIRE MILL CROSSINGS

Book of Plans 3.,
Page 16.

The location of said Springfield Road shall be changed as follows:-

Beginning at a point in said road one hundred and eleven and fifty-eight one-hundredths ($111 \frac{58}{100}$) feet southeasterly from a stone bound marking the westerly terminus of a relocation of said road under an order of the County Commissioners for Hampden County dated December 2d, 1884, and twenty-nine (29) feet northeasterly from the southerly location line of said road as described by said order, the centre line shall run thence northwesterly by a line curving westerly with a radius of three hundred and fifty-nine and $\frac{26}{100}$ ($359 \frac{26}{100}$) feet three hundred and fifty-six (356) feet; thence south seventy-four degrees and fourteen minutes ($74^{\circ} 14'$) west one thousand and ninety-three and five tenths ($1093 \frac{5}{10}$) feet to the easterly side of the present Palmer and Springfield Road at a point three hundred and twenty-seven (327) feet northerly end of the highway bridge crossing the Quaboag River. The last named course crosses the tracks of the Ware River Railroad and the tracks of the New London Northern Railroad at an angle of $118^{\circ} 40'$.

The southerly line of said road as altered is described as follows:-

Beginning at a point thirty (30) feet southwesterly from the starting point of the above described centre line and one hundred and seven and $\frac{75}{100}$ ($107 \frac{75}{100}$) feet southeasterly from said stone bound marking the westerly terminus of said relocation of said Palmer and Springfield Road, thence northwesterly by a line parallel with said centre line and thirty (30) feet southerly therefrom three hundred and twenty-eight (328) feet; thence south $71^{\circ} 49'$ west two hundred and thirty-nine and $\frac{5}{10}$ ($239 \frac{5}{10}$) feet to the northeasterly location line of the Ware River Railroad at a point forty (40) feet southeasterly from said centre line, measured at right angles therewith; thence south seventy-six degrees and fifty-three minutes ($76^{\circ} 53'$) west two hundred and sixteen (216) feet to a point thirty (30) feet southeasterly from said centre line; thence south $74^{\circ} 14'$ west six hundred and eighty-one (681) feet to the present Palmer and Springfield Road, the last named course being parallel with and thirty (30) feet southerly from said centre line.

The northerly line of said road as altered is described as follows:-

Beginning at a point on the southerly side of the present Palmer and Springfield Road one hundred and fifty-six (156) feet northwesterly from the stone bound before mentioned as marking the westerly terminus of a relocation of said highway, thence southerly fifteen (15) feet to a point thirty (30) feet northerly from the above described centre line; thence westerly by a line curving southerly with a radius of three hundred and eighty-nine and $\frac{26}{100}$ ($389 \frac{26}{100}$) feet, eighty-eight (88) feet; thence south $76^{\circ} 19'$ west two hundred and eighty-six and $\frac{5}{10}$ ($286 \frac{5}{10}$) feet to the northeasterly location line of the Ware River Railroad at a point forty (40) feet northerly from said centre line, measured at right angles therewith; thence south $70^{\circ} 24'$ west one hundred and sixty-eight (168) feet to a point thirty (30) feet northwesterly from said centre line; thence south $74^{\circ} 14'$ west six hundred and

eleven (611) feet to the present Palmer and Springfield Road, the last named course being parallel with and thirty (30) feet northerly from said centre line.

We specify the grades for the said road as altered, and the general method of construction, as follows:-

From a point in said road as altered at the northeasterly location line of the Ware River Railroad the grade shall rise easterly at a rate of four and $32/100$ ($4 \frac{32}{100}$) feet in one hundred feet until said grade shall intersect the present grade of said Palmer and Springfield Road, and from the same point at said northeasterly location line of said Ware River Railroad the grade shall descend westerly at a rate of five tenths ($5/10$) of a foot in one hundred feet for a distance of two hundred (200) feet, and thence it shall rise at a rate of three tenths ($3/10$) of one foot in one hundred feet to the intersection of said Palmer and Springfield Road.

Said Palmer and Springfield Road as altered shall be constructed within the above described side lines and shall be graded to a width of thirty-two (32) feet throughout its entire length. The surface of said road is to be of good gravel ten (10) inches in depth. Said road as altered shall pass under the track of said Ware River Railroad at a depth of sixteen (16) feet beneath the grade of said track as altered, and under the track of said New London Northern Railroad at a depth of seventeen (17) feet beneath the grade of said track as altered. The grade of the track of said New London Northern Railroad which is now grade 181 as shown on the plan hereinafter referred to and filed herewith shall be raised one foot above its present grade at the point where said Palmer and Springfield Road as altered crosses it at the bridge hereinafter established, and shall ascend northwesterly at a uniform grade so as to intersect the present grade at a point about five hundred (500) feet northwesterly of said bridge, and shall descend southeasterly at a uniform grade so as to intersect the present grade at a point about five hundred (500) feet southeasterly of said bridge. The track of said Ware River Railroad shall be carried about eighteen (18) feet northeasterly from its present location at the point where said Palmer and Springfield Road as altered crosses it at the bridge hereinafter established. The grade of said track which is now grade $180 \frac{2}{10}$ as shown on said plan hereinafter referred to and filed herewith, shall be raised one and $5/10$ ($1 \frac{5}{10}$) feet above the present grade at said bridge shall ascend northwesterly at a uniform grade so as to intersect the present grade within nine hundred and fifty-eight (958) feet northwesterly of said bridge, and shall descend southeasterly at a uniform grade so as to intersect the present grade within four hundred and eighty (480) feet southeasterly of said bridge, and the position of said track shall be changed for a distance of about one thousand four hundred and thirty-eight (1438) feet as follows:- on the southeasterly side of the centre line of the new location of said Palmer and Springfield Road for a distance of four hundred and eighty (480) feet on a curve with a ra-

dus of two thousand two hundred and eighty (2280) feet, and on the northwesterly side of the centre line of said new location of said Palmer and Springfield Road for a distance of five hundred and ten (510) feet on a curve with a radius of one thousand five hundred and ninety-five (1595) feet, and a further distance of four hundred and forty-eight (448) feet on a curve with a radius of one thousand two hundred and eighty (1280) feet.

Suitable bridges shall be built over said road as altered to support the tracks of said Railroad Companies so as to leave a clear head room of not less than thirteen and $5/10$ ($13 \frac{5}{10}$) feet above the grade of said road. Said bridges shall be built of steel, properly painted, and shall be supported on stone abutments with a good coursed ashlar face properly tied to a rubble backing, all laid in hydraulic cement mortar, the face of the northerly abutment of each bridge to be thirty-two (32) feet from the southerly abutment of said bridge measured at right angles between said abutments.

There shall also be constructed another road beginning on the northerly side of the said Palmer and Springfield Road as altered and two hundred and forty-five (245) feet southwesterly from the southwesterly location line of the New London Northern Railroad, measured along the northerly side line of said Palmer and Springfield Road as altered, thence running north $27^{\circ} 30'$ west two hundred and sixty-four (264) feet to the southerly side of the present Palmer and Springfield Road at a point two hundred and two (202) feet southwesterly from the southwesterly location line of said New London Northern Railroad, the above described line being the northeasterly side line of said new road, the southwesterly side line being forty (40) feet southwesterly therefrom and parallel thereto. Said road shall be constructed so that twenty (20) feet in width shall be safe and convenient for travel.

Suitable culverts, drains and gutters shall be constructed to take care of surface water. A substantial fence not less than three and five tenths ($3 \frac{5}{10}$) feet in height shall be constructed on both sides of the new roads hereinbefore described, and the petitioners shall, within sixty (60) days after the approval of this decision by the Court, cause to be set suitable stone monuments at each end and at each angle on both sides of said roads.

We specify the land or other property lying between the side lines of the new roads hereinbefore described and lying outside of the locations of said railroads, as land or other property we deem necessary to be taken.

We decide and specify that so much of the present Palmer and Springfield Road as lies between the northeasterly location line of the Ware River Railroad and the southwesterly location line of the New London Northern Railroad, shall be discontinued upon the completion of the work herein ordered to be done, but no other part of any existing public way shall be discontinued.

We determine that the Boston and Albany Railroad Company shall do all the work herein ordered to be done outside the location of the New London Northern Railroad, but that the Central Vermont Railway Company shall do all such work within said location of the New London Northern Railroad, except the building of the public way and the excavation therefor, which building and excavation shall be done by the Boston and Albany Railroad Company.

We decide and determine that the Commonwealth shall pay twenty-five per centum of the total actual cost of the alterations, including the cost of the hearing and compensation of the Commissioners and Auditors for their services and expenses and all damages, including those mentioned in Section five of said Chapter 428 of the Acts of 1890 as amended, that the town of Palmer shall pay ten per centum thereof, and that the Boston and Albany Railroad Company and the Central Vermont Railway Company shall each pay one-half of the sixty-five per centum thereof which is to be paid by the Railroad Companies.

We file herewith as a part of our decision, showing the alterations herein decided upon, a plan entitled "Plan for Elimination of Grade Crossings of the Palmer and Springfield Road at Palmer, Mass., June, 1901, William H. Brainerd, C. E.", and signed by us.

The charges of the commissioners for services and expenses are as follows:-

William Turtle,	Services, . . .	\$ 100.
	Expenses, . . .	12.60
Frederick L. Greene,	Services, . . .	100.
	Expenses, . . .	10.98
John W. Mason,	Services, . . .	100.
	Expenses, . . .	8.63
Total charges of Commissioners,		\$ 332.21

Dated this twenty-eighth day of June, 1901.

William Turtle	}	Commission.
John W. Mason		
Frederick L. Greene		

Filed, July 25, 1901.

Commonwealth of Massachusetts.

Hampden, ss.

Superior Court.

No. 9.

Selectmen of PALMER, Petitioners for an Alteration in the Crossing of the "SPRINGFIELD ROAD" and the Railroad of the WARE RIVER RAILROAD COMPANY, and the Crossing of said SPRINGFIELD ROAD and the Railroad of the NEW LONDON NORTHERN RAILROAD COMPANY, both in said PALMER.

DECREE of the COURT.

In this case the decision of William Turtle, Frederick L. Greene and John W. Mason having been duly returned and filed in this court, and the same having been considered, and it appearing that the Board of Railroad Commissioners have given their consent to the change of grade of the railroads involved in such decision, and furthermore a certificate of said Board of Railroad Commissioners having been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous

certificates issued under section 11 of Chapter 428 of the Acts of 1890, will not exceed the amount provided for in said Act, it is ordered, adjudged and decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

John A. Aiken,

Justice of Superior Court.

Indorsed on back as follows:-

We consent to the within decree.

Selectmen of Palmer, by

T. W. Kenefick, their attorney.

Ware River Railroad Company, By Woodward Hudson, its attorney.

Boston and Albany Railroad Company, By Woodward Hudson, its attorney.

New London Northern Railroad Company, By Robt. Coit, President.

Central Vermont Railway Company, By C. W. Witters, its attorney.

The Commonwealth does not care to be heard upon the within decree.

By Fredk. E. Hurd, Assr. Atty-Gen.

Filed Aug. 16, 1901.

True copies.

Attest:-

(L. S.)

ROBERT O. MORRIS, Clerk.

Affidavit of publication of notice for proposals for coal. Proposals for furnishing the Jail and House of Correction, Court-house and Truant School with coal for the ensuing year, will be received by the County Commissioners until Tuesday, June 26th, current, at 10 o'clock A.M. The right to reject any or all bids is reserved.

By order of the County Commissioners.

Robert O. Morris, Clerk.

Springfield, Mass., June 19th, 1901.

Commonwealth of Massachusetts.

Hampden, ss.

September 4, 1901.

I, James M. Sickman, Chairman of the Board of County Commissioners for said county, on oath, do depose and say that I have caused the foregoing notice to be published in the Springfield Daily Republican, a newspaper printed in Springfield, in said county, on the 20th, 21st, and 22d days of June, A. D. 1901, and in the Springfield Evening Union and the Springfield Daily News, both newspapers printed in said Springfield on the 19th, 20th and 21st days of said June, and also on said 19th day of June, posted said notice in a conspicuous place in the Court-house in said county.

J. M. Sickman.

Hampden, ss. September 4, 1901. Then personally appeared the above named James M. Sickman, and made solemn oath that the foregoing statement by him subscribed is true.

Before me,

Robert O. Morris,

Justice of the Peace.

June Meeting, 1901.

Hon. Board of County Commissioners, Springfield, Mass. Aug. 31st, 1901.

Gentlemen:- We respectfully petition your honorable body for permission to construct, own and maintain underground conduit for electrical conductors from State St. to Elm St. across the property owned by the County of Hampden. Said conduit to be placed within a few feet of the eastern boundary.

Yours truly,

United Electric Light Co.

H. S. Anderson, Mgr.

Petition of United Electric Light Co. to place conduit for electric wires on county property.

Hon. Board of County Commissioners, County of Hampden,

Springfield, Mass., Sept. 6th, 1901.

Gentlemen:- In accordance with the verbal understanding with your board over the telephone, we are to be allowed to place a conduit for electric wires crossing the County premises, near the line of the Gilmore property, with the understanding that we have no permanent rights thereon, and that said conduit will be removed at the request of the Board upon 60 days notice, and also that in laying the conduit the turf will be replaced in the same condition as at present.

Thanking you for your consideration, we remain,

Yours very truly,

United Electric Light Co.,

H. S. Anderson, Mgr.

Petition granted with the condition contained in above letter.

The sum of one thousand and twenty-four dollars and ninety-eight cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages done to sheep.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of ninety dollars and the same are ordered to be paid from the County Treasury.

To E. M. Wright on petition of Selectmen of Agawam,
Rosanna Dunn

\$ 50.

40.

Land damages.

\$ 90.

\$ 19,087.67

Sundry accounts being presented, are allowed, and the same amounting to the sum of nineteen thousand and eighty-seven dollars and sixty-seven cents are ordered to be paid from the county treasury.

Hampden, ss. September 4, 1901.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris
Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the first day of said month, and by adjournment on the second and seventh days of said month and by adjournment on the sixth, thirteenth, eighteenth and twenty-ninth days of November and by adjournment on the fourth, seventh and fourteenth days of December, in the year of our Lord one thousand nine hundred and one.

Present, James M. Sickman, Esq. Chairman	} County Commissioners.
Joel H. Hendrick, Esq.	
William H. Brainerd, Esq.	

Holyoke Water Power Co.

Holyoke, Mass. Jan. 1, 1895.

County Commissioners, Hampden county:-

Gentlemen:- In compliance with the requirements of Section 52 Chapter 190 Public Statutes of Massachusetts, I herewith send for your approval a copy of the plans and specifications of a new stone dam which the Holyoke Water Power Company proposes to build across the Connecticut River from Holyoke to South Hadley Falls, below the present wooden dam and of the same height above the datum line.

Yrs. Respy.

E. S. Waters, Treasurer.

The foregoing petition was entered on the second day of January, in the year of our Lord one thousand eight hundred and ninety-five, when the said petitioner filed its said plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass. December 14th, 1901.

W. H. Brainerd	} County Commissioners.
J. H. Hendrick	
Harrison Loomis, Associate Commissioner.	

S P E C I F I C A T I O N S.

The plans referred to in these Specifications are five in number, entitled Stone Dam across the Connecticut River in Holyoke, Mass. Nos. 1, 2, 3, 4 and 5, signed by Edward S. Waters, Treasurer and Hydraulic Engineer of the Holyoke Water Power Company, and dated December 1st, 1894. They show the location of the work and its general character.

During the progress of the work, such working plans will be furnished from time to time by the Engineer as he may deem necessary.

The work to be done is shown on the plans and consists of a masonry Dam 1020 feet long, and about 30 feet high exclusive of that portion situated in the pool below the present timber Dam; the southern and

Plans and Specifications of Stone Dam to be built across the Connecticut River by the Holyoke Water Power Co., from Holyoke to South Hadley Falls.

4.

Plans with the files

northern abutments and waste way leading from the canal on the South Hadley Falls side, all of which is more clearly shown in the plans annexed hereto, also of all the work necessary to take care of the river water during construction and of all masonry, timber, plank and other work necessary to complete the said Dam, abutments and waste Dam, and the work and materials necessary to protect the work from injury by freshets.

All work during its progress and on its completion, must conform truly to the lines and levels to be given hereafter and determined by the Engineer of the Company, and the same may be modified from time to time if said Engineer shall deem it necessary during the prosecution of the work, and, in no case, will any work which may be done or any materials furnished in excess of the requirements of this contract be estimated or paid for unless such excess shall have been ordered in writing by the Engineer as herein set forth.

The Contractor is to furnish all materials, excepting such stone from the river bed as the Engineer may permit to be used in the interior of said Dam and abutments, and all tools, implements, machinery and labor necessary for doing all the work herein contracted for, in accordance with this Contract and within the time specified herein, to construct and put in complete order the work herein specified and is to perform and construct all the work covered by this agreement; the whole to be done in conformity with the plans and these Specifications, to the satisfaction of the Engineer of the Holyoke Water Power Company.

The Contractor is to be responsible for taking care of the river water during the whole period of time covered by this Contract for constructing the Dam, its abutments and accessories, and shall be responsible for all damage that may be caused by the action of the water, whether from negligence or any other cause, and the work must be restored and maintained at the cost of the party of the second part.

The Contractor is to use such machinery or other appliances for the performances of all the operations connected with the work embraced under this Contract, as will secure a satisfactory quality of work and rate of progress, which in the opinion of the Engineer, will secure the completion of the work within the time herein specified. If, at any time, before the commencement, or during the progress of the work, such appliances appear to the Engineer to be inefficient or inappropriate for securing the quality of the work required, or the said rate of progress, he may order the Contractor to increase their efficiency or to improve their character, and the Contractor must conform to such order; but the failure of the Engineer to demand such increase of efficiency or improvement, shall not relieve the Contractor from his obligation to secure the quality of work and the rate of progress established in the Contract or these Specifications.

All masonry, except where otherwise specified, shall be laid in hydraulic cement mortar and shall be built of the forms and dimensions

shown on the plans and as directed by the Engineer from time to time, and the system of bonding ordered by the Engineer shall be strictly followed.

All joints must be entirely filled with mortar and the work in all cases shall be well and thoroughly bonded.

Care must be taken that water does not interfere with the proper laying of masonry in any of its parts and all troughs or pipes for conducting the water away from points where it might cause injury to the work, must be provided by the Contractor at his own expense; and under no circumstances will masonry be allowed to be laid in water.

No masonry is to be built in freezing weather except by permission of the Engineer. All fresh masonry if allowed to be built in freezing weather must be covered and protected in a manner satisfactory to the Engineer, and during hot drying weather, all newly built masonry shall be kept wet by sprinkling water on it until it shall become hard enough to prevent its drying and cracking.

The cement to be used must be Portland cement of a brand equal in quality to the best English Portland cement. To ensure its good quality, all the cement furnished by the Contractor will be subject to inspection and thorough tests; and if found of improper quality will be branded and must at once be removed from the work; the character of the tests to be determined by the Engineer.

The Contractor shall at all times, keep in store at some convenient point in the vicinity of the work, a sufficient quantity of cement to allow ample time for the tests to be made without delay to the work of construction.

The Engineer shall be notified at once of each delivery of cement. It shall be stored in a tight building and each cask must be raised several inches above the ground by blocking or otherwise.

All mortar shall be prepared from cement of the quality before described, and clean sharp sand free from silt, clay or loam. The cement and sand shall be thoroughly mixed dry by measure, and water enough added to produce a paste of proper consistency; the whole to be thoroughly mixed with hoes, other tools or machines. The mortar shall be freshly mixed for the work in hand and no mortar shall be used on the work that has once set. All mortar used to be made of a mixture of one part cement and two parts of sharp sand.

When concrete is to be used in any portion of the foundation pit or above or below the Dam, it shall be made of sound broken stone not exceeding two inches at their greatest diameter. All stone in any way larger to be thrown out. The materials to be cleaned from dirt and dust before being used; to be mixed in proper boxes with mortar of the quality before described in the proportions of five parts of broken stone to one part of cement in the mortar; to be laid immediately after mixing and to be thoroughly compacted throughout the mass by ramming till the water flushes to the surface. The concrete shall be allowed to set

for twelve hours or more, if so directed, before any work shall be laid upon it, and no walking over or working upon it shall be allowed while it is setting.

D A M M A S O N R Y.

The upper courses of masonry to a depth of five feet below the crest and the whole outward facing of the dam must be built of first-class Granite dimension stone, the stone to be of unobjectionable quality, sound and durable, free from all seams, discolorations or other defects and of such kind as shall be approved by the Engineer.

The upper courses referred to are to be in section as shown and of varying lengths so as to properly bond on the courses below, but none of the uppermost stones are to be less than four feet long. Each stone must be dowelled or dogged to the stones below and fastened to each other with dowels or dogs as may be most convenient. The dowels must be made of galvanized round iron, one and one-half inches in diameter and sixteen inches long. The dogs must be made of similar iron, sixteen inches long from out to out and let into the stones at least eight inches and countersunk so that the outer side of the dog shall not project above the plane of the stone. The dowels and dogs are to be firmly fastened in the holes made for them by hydraulic cement of the same quality as that used upon the work. The stones are to be laid in full cement mortar, and all beds, builds and joints are to be dressed for the full depth of the stone to surface and the joints shall in no case exceed one quarter of an inch in thickness.

The upper surface of the stone coping from the end of the slope, the crest and the curved surface to a level three feet below the crest are to be fine dressed with a hammer having six blades to the inch.

The facing stones from the upper courses above described to the foot of the curved surface are to be of similar granite to the upper courses and to be laid in regular courses, each stone to be thirty inches in depth on the face, their beds, builds and joints to be dressed to a true plane as far back as they lie upon the courses below or against the stones in the course, and the eight lower courses, as shown upon the plans, must be dogged or dowelled to each other and to the underlying and overlying courses, with dogs or dowels similar to those before mentioned. The joints to be one-quarter of an inch in thickness. The outer faces shall be kept full and rough pointed so that no projections will exceed one inch above the plane of the stone. The courses shall be composed of two stretchers and one header alternately except the lower course which shall be all headers. The stone shall be, so far as practicable, six feet and eight inches long, three feet and four inches wide and two feet and six inches high, and when used as headers the joint of the stretcher above or below shall be in the middle of such header. The beds, builds and joints of the headers need be cut only so far as they lie above or below a stretcher. The facing stones of the Dam shall be well bonded into the abutments, and shall extend into the abutments at least one foot beyond the lines of inner face of said

abutments. Templates of all cut stone will be furnished by the Engineer.

The facing stone masonry is to be estimated at forty inches thick and in no case are the tails of the headers to be estimated. In measuring cut stone masonry where the stones are not rectangular, the dimensions taken for each stone will be according to the section of the stone and not as though they were of a rectangular cubical form which will just enclose the same. The price herein stipulated for the facing stone masonry is to cover the cost of preparing the rock faces, of making the chisel drafts and of preparing all holes for dowels and dogs. It will also cover the cost of the galvanized iron dowels and dogs, the cost of countersinking the dogs and of pointing the joints.

The price herein stipulated for the upper courses is to cover the cost of the iron dowels and dogs, the cost of countersinking the dogs and of preparing the holes for the dowels and dogs and the cost of fine hammering the upper and outer faces, and the stones are to be measured as of the exact form as laid in the work.

Rubble stone masonry is to be used for the hearting or interior portion of the Dam and abutments as shown on the plans. Rubble stone masonry shall be made of sound clean stone of suitable size, quality and shape and to have good beds. Great care must be taken to have all beds and joints full of mortar so that there shall be no voids in the mass. The work is to be thoroughly bonded but regular coursing is to be avoided.

The stone will vary in size from large to small but all irregular projections and thin weak edges must be broken off. River stone when sound and free from cracks may, at the discretion of the Engineer, be used for such hearting, but for all such stone permitted to be used, the Contractor shall pay the Holyoke Water Power Company thirty cents per cubic yard measured in the wall.

The back of the Dam is to be built of split granite sound and of good quality, but it need not be of uniform color. It shall be laid in horizontal courses with joints not exceeding one-half inch in thickness, well bonded and with frequent headers, one fifth of the face to be headers four feet long.

Headers must have at least one and one-half times the depth of course for length of face and all stretchers must have beds at least one and one-half times the depth of course, and the face bond must not show less than twelve inches lap. This can be laid in courses either three or four to the five feet in height, but each offset course must be brought to uniform level to correspond with the five feet steps shown upon the plan. This class of masonry will be estimated at thirty inches thick and in no case are the tails of the headers to be estimated.

ABUTMENT MASONRY.

The outer face of the southern abutment and wing wall shall consist of Granite dimension stone laid in horizontal courses, the rise of each course to be the same as those of the existing abutment of which this is a continuation and shall be rock face. It shall be well bonded, no

joint being less than twelve inches from another joint and no joint more than one fourth of an inch in thickness. There shall be at least one header for every ten feet in length of stretchers, and every header must have at least one and one half times the depth of each course for length of face and all stretchers must have beds at least one and one half times the depth of the course.

The inner side of the southern abutment and wing wall to be faced with masonry similar to that for the outer side except where here noted. The inner face of the wing wall and the inner face of the abutment where it is exposed must be dressed with a point so that no projection shall exceed one inch above the plane of the face. Above the dam, the inner face of the abutment from the top to a line level with and seventeen feet below the top shall be of the same class of masonry and dressed with a point so that no projection shall exceed one inch above the plane of the face; the two upper course shall be of dimension stone, the uppermost being the coping course will be of large stone.

The interior of the abutment, the space covered by the section of the dam and the inner wall above the dam and below the seventeen foot level described above, will be built of masonry similar to the hearting of the dam, excepting that it shall be laid in courses with parallel beds, must be leveled up to the face stones with each course and be well bonded throughout.

The northern abutment, waste way and river wall are to be built of similar masonry to that of the southern one and its inner face pointed to the same degree of smoothness, the outer portion being left rock face. On the top of the waste way a course of stone forty feet in length, four feet in width and two feet in depth with its top fine hammered with a six plate hammer will be required. The wing walls descend from top to bottom in steps varying in depth according to the different courses, each step must be coped with a granite block six feet long and wide enough to bond at least one foot under the course above. The steps to be doweled or dogged with 1 1/2 inch galvanized iron dogs or dowels as may be required. The granite dimension work of the abutments, wing walls and waste dam, except the steps and two upper courses of the abutments, is to be measured and estimated as thirty inches thick and in no case will the tail end of the headers be estimated. The steps of the wing walls and the two upper courses of the abutments to be measured and estimated at the actual dimensions of the work as shown upon the plans and described in these specifications.

The angles of all walls on structures having rock faces or rough pointed are to be defined by a chisel draft not less than one and one-half inches wide on each face.

All angles and arrises shall be true, well defined and sharp. In rock face or rough pointed work the arrises of the stones enclosing the face must be pitched to true lines.

All face joints shall be pointed with mortar made of clear cement

applied before its first setting. All joints to be raked out to a depth of one inch before pointing; the cost of such pointing being in all cases included in the price stipulated for the different classes of masonry.

The Contractor is to give all facilities to the Holyoke Water Power Company for performing work which may be adjoining his own.

All lines and grades are to be given by the Engineer who may change them from time to time as he may be authorized and directed by the said Holyoke Water Power Company.

The guides and marks given by the Engineer must be carefully preserved by the Contractor, who must give to the Engineer all necessary assistance and facilities for establishing such guides and marks and for making measurements.

The plans and specifications are intended to be explanatory of each other, but should any discrepancy appear or any misunderstanding arise as to the import of anything contained in either, the explanation of the Engineer shall be final and binding on the Contractor; and all directions and explanations required, alluded to or necessary to complete any of the provisions of these specifications, and give them due effect, will be given them by the Engineer.

And it is further agreed, that if the work or any part thereof, or any material brought on the ground for use of work or selected for the same shall be condemned by the Engineer as unsuitable, or not in conformity with the specifications, the Contractor shall forthwith remove such materials from the work, and rebuild or otherwise remedy such work, as may be directed by the Engineer.

No claim for extra work shall be made unless before the performance of such extra work, the said Holyoke Water Power Company shall have first authorized in writing, such extra work; nor unless before the performance of such extra work the price or prices to be paid therefor shall have been agreed upon, in writing, between the said Company and the Contractor, and done in obedience to a written order from the Engineer or his authorized agent, given before the performance of such extra work.

All work thus done agreeably to the written order of the Engineer to be considered as a part of the contract, and to be included in the monthly and final estimates.

And the said party of the second party hereby further agrees to give his personal attention to the faithful prosecution of the work, and will not assign or sublet the work or any part thereof, without the previous written consent of the party of the first part endorsed on this agreement, but will keep the same under his personal control and will not assign any of the moneys payable under this agreement unless by and with the like consent of said party of the first part, to be signified in like manner.

And the party of the second part further agrees to complete the

work within three years from the date of this Contract unless an extension of the time be granted by the party of the first part.

Felix J. Cloutier et
al., Petrs. to raise
dam at Willimansett.
22.

Book of Plans 3,
Page 1.

To the Honorable Board of County Commissioners:-

Gentlemen:- We the undersigned F. J. Cloutier and G. C. Robert herewith submit for your approval a plan by E. A. Ellsworth by which we intend to raise our present dam situated in Willimansett, City of Chicopee, as stated by said plan and specifications, and pray that permission be granted to us to proceed with our work.

Respectfully submitted,

Felix J. Cloutier

George C. Robert

Dated at Holyoke this 21st day of Feb. 1901.

S P E C I F I C A T I O N S.

for raising an earth dam belonging to Cloutier & Robert on Willimansett Brook.

General Conditions.

The contractor will furnish all timber and plank for splicing sheet piling and for raising flume and gatehouse and for building intake in front of present flume. He will furnish all the necessary apparatus, tools and utensils and all cartage and labor needed to place timber properly in place and to raise earth embankment in conformity with plans. He will also furnish, set and connect wrought iron or steel extension for waste pipe 24 feet in length, of 1/4" stock all properly riveted; also all necessary nails, spikes, rods and bolts and other iron work necessary to carry out the full provisions of the plans.

The work shown by plan and herein described consists of raising the present dam of the owners, Messrs. Cloutier & Robert situated on Willimansett brook, between the villages of Willimansett and Fairview in the city of Chicopee and the said work is to be done in strict accordance with the plan and these specifications prepared for the same by E. A. Ellsworth of Holyoke Mass. and in strict conformity with lines, levels and instructions given by the said Ellsworth acting as engineer for the work. The same is to be done in a thorough and workmanlike manner and to the full intent and meaning of plans and specifications; should any question arise as to the intention of these instruments the same shall be referred to the said engineer and his decision thereon will be final and binding on all both the contractor and owners.

Waste Pipe.

The contractor will provide pipe for extending present overflow and waste 24 feet, corresponding in diameter with the same; to be made from rolled iron or steel 1/4 inch thick, longitudinal and cross seams well riveted and the same riveted to end of present waste pipe with brick saddles of dimension shown supporting the same substantially in place.

Sheet Piling.

Necessary excavation will be made to uncover top of the present piling to allow not less than two feet for lapping new work against the present plank. A double line of matched spruce piling 3" thick will be set against present plank of sufficient length to carry top of new work to height shown on section. Plank to be well driven together to fully enter all matching and to be substantially spiked to present plank. Any roughness on face of present piling is to be hewn off to make close contact and joint between old and new work will then be made water tight by caulking with oakum and filling joints with hot coal tar pitch. Piling will be farther held in place by 6" x 6" spruce timber at top of each line, to which all plank must be firmly spiked with 40d spikes. Excavations will be made at either end of present piling down to firm ground and back into banks on each side and each line of piling is then to be extended into natural banks not less than 5 feet measuring from level shown for top of earth work. Each plank must be driven until it meets firm ground in the opinion of the engineer to make substantial work. Piling to be driven into ground to be sharpened and pointed to wedge form to drive firmly.

Gravel Puddling.

The trench excavated at either end as well as all space between the two rows of plank to the full height of the same is to be filled by puddling gravel and hardpan into water. Material used to meet the approval of the engineer. The same is to be dumped at side of trench to be afterwards thrown shovelfull by shovel full into the trench with water sufficient to properly compact the same. The embankment at either side of piling is to be raised as the ditch is filled in order to hold plank firmly in their original position.

Timber Flume and Intake.

The contractor will furnish chestnut timber of the sizes shown to build an extension to flume and for intake to hold slopes and brace flume on front or water side. The present gate house to be stayed and detached from flume caps, removed until new wood work is finished and re-set on top of flume as shown, including such new material and such labor as may be necessary to make a substantial job. Timber is to be square and straight, sound and free from shakes, and is to be mortised and tenoned at all joints. Furnish necessary bolts to attach cross sills to present flume caps and hold foot of extension posts; also necessary iron columns under flume floor and rods through flume as shown and put in the same. After new overflow has been properly framed the same is to be covered outside and inside with matched white pine plank 2" thick, well spiked in place from top of present flume to level shown for proposed over flow. The water box for wheel to be planked with the same material upon underside and top of present flume caps to make a water tight and thorough job. Put in double trap door in top of waterbox to enter the same and to remove and re-set wheel when nec-

essary, with bevelled edges to close water tight and suitable hinges and fastenings.

Prepare suitable bed and lay down mud sills for the intake, frame posts, braces and caps as shown, with tenons into the sills, and caps. Cover floor and sides with 3" matched spruce plank, all properly laid and spiked in place.

Brick Work.

Furnish hard burned brick and build saddles under waste pipe in full cement mortar, with joints well flushed and all laid up to dimensions shown and in location marked.

Earth Filling.

The contractor will build earth embankments at either side of present dam to width shown to receive slopes and bring the same up to level of the present dam. He will then raise the whole work to the additional height contemplated by plans. The finished work at level proposed to be 30 feet in width at all points with slope on either side truly formed and corresponding with figures given.

Earth is to be dumped and spread in layers not more than 12" deep over the whole surface and the whole is to be work__ and raised uniformly over the whole area to be occupied. Material for building the embankment will be provided by the owner at convenient points and the extreme haul will not be more than 500 feet.

Finally the entire work covered by plan and specifications is to be done in a thorough and substantial manner in all its parts and to the full satisfaction and acceptance of the engineer within and under the conditions herein set forth, before this work will be accepted and the contract acknowledged as complete.

ADDITIONAL SPECIFICATIONS.

As an additional measure of precaution, in times of greatest freshet, we offer and propose to open a ditch or sluice way of ample width across our own land and bring the same to proper grade, not higher than one foot above the proposed flow line of the pond as now proposed, to serve as an additional waste way or over-flow, should occasion ever require a greater over-flow capacity than has been already provided through the four foot iron waste pipe now in place. We propose to open the said ditch across the neck of land, westerly of our ice houses, from a point on the shore of the pond northeasterly of the said houses, to the ravine below the road, to the southwest of the same. Should any such occasion arise, this ditch will allow the water to discharge freely across firm, unfilled land, and to reach the brook well below the site of the dam. The said ditch is to be opened to such width, sloped and hardened or paved in such a manner as your Honorable Board may direct, and to your entire satisfaction and approval. We do not offer this as an alternative measure for anything now shown upon the accepted plans and specifications, but as an extra measure of safety to meet extraordinary if not improbable conditions, for which we are entirely willing to

provide.

Filed May 2, 1901.

The foregoing petition was entered on the twenty-sixth day of February, in the year of our Lord one thousand nine hundred and one, when the said petitioners filed their said plans and specifications of their proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass. December 4th, 1901.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

To the County Commissioners of the County of Hampden:-

The undersigned citizens of the town of Wilbraham in the county of Hampden and Commonwealth of Massachusetts respectfully represent that the highway known as the Boston road passing through the village of North Wilbraham is crooked and inconvenient for public travel.

We therefore pray your Honorable Board to locate anew a portion of said highway commencing at the northwest corner of the house lot of the W. L. Collins estate and running westerly some five hundred feet from said point or so much of said distance as to you may seem necessary.

Jason Butler and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and one, and was continued from meeting to meeting to this meeting and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 1st, 1901.

On the Petition of Jason Butler and others, praying for a highway to be located anew in the village of North Wilbraham in the town of Wilbraham.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of August A.D. 1901, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located anew. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now locate anew said highway in the manner following:-

Beginning at a stone monument at the northwesterly corner of the

Jason Butler et als.
Petrs. for relocation
of portion of "Boston
Road", Wilbraham.

24.

Book of Plans 3,
Page 17.

For Amendment see
Page 43.

Home lot of the late W.L. Collins, the same being in the southerly line of the highway leading from Springfield to Palmer, and thence running S. 84° 05' W. one hundred eighty-six and twenty-five one hundredths (186.25) feet to a stone monument about thirty (30) feet westerly from the westerly line of the Hollister property, and in the southerly line of the relocation of March, 1901.

The above description is for the southerly side of said highway, and the northerly side is laid parallel with and fifty (50) feet northerly from said described line. Stone bounds are set on both sides of the above location.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of November next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To Mrs. Hollister,	\$ 45.
W. L. Collins estate,	20.

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

A plan of said relocation is filed herewith and made a part of this description.

J. M. Sickman	} County Commissioners.
W. H. Brainerd	
J. H. Hendrick	

Hampden, ss. County Commissioners' Meeting, October 1st, A.D. 1901

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Crane Bros. **Petrs.**,
to build a dam in
"Little River" in
Westfield.

25.

Book of Plans 3,
Pages 19 - 22.

To the Honorable, the County Commissioners of the county of Hampden:-

Respectfully represents Crane Brothers, a copartnership, doing business in Westfield, in said county of Hampden, composed of James A. Crane and Robert B. Crane.

That your petitioners propose to, and desire to construct a mill dam in Little River so-called in said Westfield, and in that part of said Little River by their paper mills near Horton's Bridge so-called, the said dam to be built and constructed according to certain plans and specifications herewith filed with this petition.

Wherefore your petitioners pray that your board will make inspection of said plans and specifications and approve of the same, and further pray that your board will inspect the work of construction

of said dam during its progress.
Westfield, Mass. July 3, 1901.

Crane Bros.

S P E C I F I C A T I O N S.

Description of Work, for Dam &c across Little River, Westfield Mass.
For Crane Brothers.

The plans and sections submitted herewith show the general lay-out and arrangement proposed for this dam. All excavation, all work needful to prepare foundations and all masonry will be done by day's labor under the direction of a capable superintendent and the engineer. All stone, cement and sand, wood and iron work for head gate and waste gate and all other materials of whatsoever kind will be furnished and provided by the owners. This method of doing the work was decided upon by the owners in order that all materials might be suitable for the purpose and that the greatest care might be exercised in the prosecution of the work.

No specifications in regular form have been prepared since none were deemed necessary to the proper execution of the work under the system here adopted for carrying out the same, so that it is impossible to file the same with the proposed plans. In place thereof the following description of the work has been prepared by the engineer to set forth clearly the methods to be employed and the character of the work to be performed.

The location selected for the new dam is about one hundred feet above the present structure and the elevation of the crest of the new structure will be four feet higher than the elevation of the old one, proper flowage rights and other privileges having already been secured to that end. The new dam will be entirely of rouble stone masonry, with steel tube 4' -0" diameter through dam for waste way and steel penstock from head gate to wheel case, with wall of masonry along edge of river from north abutment to present buildings to height of present yard. All masonry both for dam, abutments and retaining wall to be footed upon the original ledge, carefully cleaned, worked off to solid stone before building is commenced. All footings are to be personally inspected and approved by the engineer before constructional work is commenced upon the same. A line of round iron anchor rods 2" diameter and 3 feet long, set 3 feet on centers, beneath the dam from end to end, will be set to guard against sliding, unless the bottom course of the dam can be set into a trench excavated out of the ledge to serve a similar purpose.

The dam will be built in conformity with section shown; lower, or down stream face of quarried local granite and upper face of local sand stone; top to be coped with cut granite to form shown, to cover full width of wall, with close end joints, held together by strap dowels let into surface of stone. All stone to be laid up in mortar composed of one part American portland cement, of an approved brand, to two and one-half parts clean, sharp sand, mixed in such quantities only as may

be needed for immediate use. Face joints of dam will be laid with full beds of mortar; balance of work to be grouted with full cement grout, mixed in barrels or suitable boxes on the wall, to proportions given and laid and grouted up in courses not more than 18 inches high.

To guard against the possibility of water cutting behind or around the abutments a double line of matched sheet piling 3" thick, will be built into the said masonry, to be driven into solid ground and carried well back into the undisturbed soil; lines to be set not less than 4 feet apart and space between to be filled with gravel and hard pan to make a solid impervious cut off.

Finally the entire work covered by these plans is to be done in a substantial and thoroughly first class manner to the full approval and acceptance of the Board of County Commissioners of the county of Hampden.

E. A. Ellsworth, Engineer.

Description of materials and labor for the erection of a rubble masonry dam on Little River, Westfield, for Crane Bros.

General Description.

The work covered by the accompanying plans was not built under contract but under the personal supervision of the engineers and a superintendent of construction in the employ of the owners by men employed at day wages by the owners. No formal specifications were therefore furnished; in place thereof the following description of the character of the work and the manner of doing the same is furnished with the plans. The said dam was built across Little River in Westfield Mass. at the upper or "Glen mill" owned by Crane Brothers and was built strictly in accordance with the plans submitted herewith.

Materials.

The stone used was quarried on the site of the dam in part and the balance was in the vicinity by splitting large granite boulders and working neighboring quarries. The coping is of Monson granite, cut to uniform dimensions about 3 feet in width and of sufficient length to cope the full width of the wall, viz:- about 8 feet in length. The entire work has been built with "Alpha" American Portland cement. All sand was clean, sharp and well screened.

Foundations.

The river retaining wall, the headgate masonry and about 100 linear feet of the dam proper has a solid natural ledge as its foundation. The said ledge was stripped entirely clean and all portions that could be detached with bars, picks, hammer and wedges or other means outside of blasting, were removed. Every part and portion of the said foundation was personally inspected by the engineer before building was begun and passed by him as solid and satisfactory for substantial work. Iron rods not less than 2" diameter, 4 feet long were set not more than 3 feet apart on the line of the dam where the same is footed on rock; the said rods were let down 2 feet into the underlying ledge in holes drilled for the purpose, the remaining length being built into the body of

the dam.

The balance of the dam and the westerly abutment as built on a grillage of timber and plank, as shown on plans, resting on hard-pan so compact that blasting was necessary to remove it. A trench 3 feet wide and 5 feet deep has excavated across the line of the westerly abutment, in search for ledge beneath, and the same was refilled with broken stone and cement grout. All timber used in the grillage was 12" x 12" in size, set level with a full bearing; intermediate spaces being filled with broken stone, grouted solid with full cement grout to top of timber and covered with matched plank 3" thick, well spiked to sills. Timber used was sound, live hemlock and plank, good N. C. pine. Size and location of grillage, as shown on plans.

Masonry.

The various dimensions, batter and alignment of masonry agrees strictly with plans submitted herewith. Outside courses of walls laid to line in cement mortar and inside laid dry and grouted, in courses 12 inches high; each course grouted full and level before second course was laid. All mortar was mixed in proportion of one part cement to two parts of sand, all accurately measured as the same was mixed and mortar was made only in such quantities as might be needed for immediate use. Grout was made in suitable mixing boxes, in same proportion of cement and sand, as given above for mortar and all thoroughly incorporated in water before being run into walls.

Masonry built on timber grillage was laid up independent of the work built on ledge foundation before the same was connected. The abutment to its full height and the dam to one-half its height, or probably two-thirds its bulk, before said connection was made. No settlement or crack between that part on grillage foundation and on ledge foundation could be detected after the work was complete.

Coping.

Coping in single stones the full width of the dam was used; same being 12" thick on their parallel faces, dressed down to about 8" on upper edge for spill. All were cut to full smooth dimensions, all were accurately set to line and level and each was grouted to a full, solid bed as the same was laid, each piece being set, grouted and finished before a second was set. Coping is held together by dogs of 1 1/4" round iron, counter sunk below level of top face of coping, and let in 3" below bottom bed of dog into either stone, by a drill hole about 6" from either edge. There are two lines of dogs the full length of dam, to bind coping together. All joints between coping grouted full with Portland cement.

Apron for Hard-Pan Foundation.

The grillage under that portion of the dam built on hard-pan foundation was carried down about twenty-four feet below line of crest to serve as an apron. It has been protected against wear by loading with boulders of assorted sizes, many weighing a ton each, to the depth of three feet. The grillage being laid some four feet below the bed of

the river, the same are held in place by the edges of the banks made by excavating for the work.

Head Gates, Penstock, &c.

The head gate masonry was built in full accordance with the detail plan submitted herewith, of grouted rubble masonry; penstock was built of 1/4" wrought steel properly set, graded, riveted and painted two coats of asphalt paint on outside and washed with three coats of full Portland cement wash on the inside. River wall as per plan and section. Re-filling.

The cut-off walls on south abutment were built solidly against the natural hardpan banks in channels cut for the purpose. The space behind abutment was filled with gravel and hardpan in about equal proportions, thoroughly puddled as the same was put in. The upper size of dam where the same is set on grillage is puddled in a similar manner to a point well about level of river bed, to prevent water from finding its way below grillage.

Ellsworth & Kirkpatrick, Engineers.

The foregoing petition was entered on the sixteenth day of July, in the year of our Lord one thousand nine hundred and one, when the said petitioners filed their said plans and specifications of their proposed work which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass. December 14th, 1901.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

A. F. Ballard, Petr.
for hearing on
damages.

Hampden, Aug. 6th, '01.

To Hon. Board County Commissioners,

Feeling aggrieved at the amount of award of damages by the Selectmen for loss incurred by dogs, I respectfully petition your Hon. Board for a hearing that said damages may be adjusted.

Very Resp. A. F. Ballard.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June in the year of our Lord one thousand nine hundred and one, when the Commissioners appointed a place and time for a hearing, and directed notice of the same to be given, and said petition was continued to this meeting, and now it is ordered that said petition be dismissed.

October Meeting 1901

October 2, 1901.

Contract awarded Chas. A. Wright for furnishing the Jail and the House of Correction with provisions for the year ensuing.

Corned beef, per 100 lbs. \$ 3.95
Salt pork, per 100 lbs. 8.75

Contract awarded Chas A. Wright for furnishing Jail and House of Correction with provisions.

Bids for furnishing the Jail and House of Correction with meat for the year ensuing will be received by the County Commissioners until Wednesday, October second next, at nine o'clock A.M.

The right to reject any or all bids is reserved.
By order of the County Commissioners.

Robert O. Morris, Clerk

Springfield, Mass., September 20th, 1901.

Commonwealth of Massachusetts.

Hampden, ss.

October 2d, 1901.

I, James M. Sickman, Chairman of the Board of County Commissioners for said county, on oath, do depose and say that I have caused the foregoing notice to be published in the Springfield Daily Republican, Springfield Evening Union and Springfield Daily News, all newspapers printed in Springfield in said county, on the 21st, 23d, and 24th days of September, A.D. 1901 and also on said 21st day of September, posted said notice in a conspicuous place in the Court House in said county.

J. M. Sickman

Hampden, ss. October 2d, 1901.

Then personally appeared the above named James M. Sickman, and made solemn oath that the foregoing statement by him subscribed is true.

Before me M. Wells Bridge, Justice of the Peace.

Affidavit of publication of notice for proposals for meat.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, November 6, 1901.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for interest on county debt, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the general fund the sum of sixty-two dollars and seventeen cents (\$62.17) in addition to the amount authorized by law for the purpose aforesaid.

The reasons for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman }
J. H. Hendrick } County Commissioners.

Order to transfer.

Order to transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, November 18, 1901.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Auditors and Special Masters in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the general fund the sum of seven hundred twenty-five dollars and ninety-six cents (\$ 725.96) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	} County Commissioners.
W. H. Brainerd	
J. H. Handrick	

Mayor and Aldermen
of Springfield, Petrs.
for alteration of
Warner Street Cross-
ing.

27.

Book of Plans 3,
Page 18.

To the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the City of Springfield in said county, respectfully represent that there is in said Springfield a street called Sumner Avenue which has recently been extended and established one hundred feet in width and which crosses the tracks of the New England Branch of the New York, New Haven and Hartford Railroad Co. That the crossing, formerly known as Warner street crossing, is narrow and inadequate to the needs of the public.

Your petitioners request that your honorable board take such action as will result in the provision of a suitable crossing at said point and make such decrees and orders in the premises as may be necessary.

William P. Hayes, Mayor

Fred O. Clapp	} Aldermen	Henry H. Bosworth
H. W. Fitch		F. D. Kemp
Henry D. Marsh		A. G. Bennett, Jr.
William W. Tapley		Edw. J. Murphy

Mayor and Aldermen of the City of Springfield, by

E. A. Newell, Clerk.

By Wm. G. McKechnie, City Solicitor.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, November 29th, A.D. 1901.

On the petition of the Mayor and Aldermen of the city of Springfield presented to said Commissioners, representing and setting forth that there is in said Springfield a street called Sumner Avenue which has recently been extended and established one hundred feet in width and which crosses the tracks of the New England Branch of the New York, New

Haven and Hartford Railroad Co., that the crossing, formerly known as Warner Street crossing, is narrow and inadequate to the needs of the public, and praying that said Commissioners will take such action as will result in the provision of a suitable crossing at said point, as by said petition on file will appear.

The Commissioners appointed Monday, the twenty-fifth day of November current and ten o'clock in the forenoon, at the Court House in Springfield as the time and place for hearing all parties interested; and after due notice to all parties interested, on the said twenty-fifth day of November the Commissioners met at the time and place appointed, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge and determine that it is necessary for the security and convenience of the public that the prayer of the petition be granted.

And now on this twenty-ninth day of November, A.D. 1901, said Commissioners do prescribe the manner and limits within which such alterations shall be made, to be as follows, to wit:

Beginning at the intersection of the westerly line of the location of said New York, New Haven and Hartford Railroad, and the southerly line of Sumner avenue extension as laid out and established by the city of Springfield in the year 1900, the southerly line of said extension being marked by a granite monument at the southwesterly corner of White street and the southerly corner of Allen street, thence easterly across said location in a line coincident with the said southerly line of Sumner avenue extension, to the easterly line of said location. The line above described is the southerly line of said location across said railroad, and the northerly line is one hundred (100) feet northerly of said southerly line measured at right angles thereto.

Joel H. Hendrick, Esq., being disqualified to act, on account of residence, Harrison Loomis, Esq., Associate Commissioner, was called in and acted in his stead.

J. M. Sickman }
W. H. Brainerd } County Commissioners.

Harrison Loomis, Associate Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 4, 1901.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for Auditors and Special Masters, in said county, said County Commissioners hereby authorize the County Treasurer to transfer

Order to transfer.

from the general fund the sum of two hundred and forty-four dollars and twenty-five cents (\$ 244.25) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

County Treasurer authorized to borrow on account of construction of new bridge.

Commonwealth of Massachusetts. No. 1.
Hampden, ss. County Commissioners' Meeting, December 4th, 1901.

VOTED,

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Springfield and West Springfield, under the provisions of chapter 458 of the acts of 1900 and any amendment thereto, the sum of two thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Acceptance of highway in Wilbraham located and ordered upon petition of H. C. Burr and others.

Commonwealth of Massachusetts.

Hampden, ss. The County Commissioners for the county of Hampden, having viewed and carefully examined throughout, the highway in Wilbraham in said county, located and ordered upon the petition of H. C. Burr and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.

Witness our hands this fourteenth day of December A.D. 1901.

(L.S.)

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

October Meeting 1901.

The sum of six hundred and sixteen dollars and eighty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

Sundry accounts being presented, are allowed, and the same, amounting to the sum of seventeen thousand four hundred and seventy-eight dollars and seventeen cents are ordered to be paid from the county treasury.

Accounts.

\$ 17,478.17

Hampden, ss. December 14th, 1901.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden, on the fourth Tuesday of December, being the twenty-fourth day of said month, and by adjournment on the twenty-first day of said month, in the year of our Lord one thousand nine hundred and one.

Present,

James M. Sickman, Esq. Chairman	County Commissioners.
Joel H. Hendrick, Esq.	
William H. Brainerd, Esq.	

And by adjournment on the first, tenth, thirteenth and fourteenth days of January, and by adjournment on the fifth and seventh days of February, and by adjournment on the fifth, fifteenth and twenty-sixth days of March and by adjournment on the second day of April, in the year of our Lord one thousand nine hundred and two.

Present,

William H. Brainerd, Esq. Chairman	County Commissioners.
Joel H. Hendrick, Esq.	
James M. Sickman, Esq.	

James M. Sickman of Holyoke, having been declared by the Board of Examiners elected County Commissioner, for the term of three years, and having been duly sworn, appears on said first day of January, and the Board, consisting of James M. Sickman, Joel H. Hendrick and William H. Brainerd, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which William H. Brainerd, Esq. has two, and is chosen chairman of the Board for the year ensuing.

Ludlow Manufacturing
Company, Petr. for
approval of specifica-
tions and plan of
Dam across Chicopee
River at Red Bridge
in Ludlow.

14.

Book of Plans 2,
Pages 84 - 87 and
99 - 100.

Commonwealth of Massachusetts.

To the County Commissioners for the county of Hampden:-

Respectfully represents the Ludlow Manufacturing Company, that it has filed with your Board for approval plans and specifications for a new dam which said Company proposes to erect across the Chicopee River at Red Bridge, so-called, in Ludlow in said county.

Wherefore your petitioner prays that your Board shall approve said plans and specifications.

Ludlow Manufacturing Company, By

Walter S. Robinson, its attorney

March 30, 1900.

SPECIFICATIONS.

For a Power Plant for the Ludlow Manufacturing Co., Ludlow, Mass.

General Description.

Art. 1. The location of the proposed works is on land of the owners,

situated in the towns of Ludlow and Wilbraham, at "Red Bridge" (so-called) on the Chicopee River.

The Contractor is to furnish all labor and material for, and build a stone and earth dam across the river, stone bulkhead, canal, head-gates wastewair, ice-way, brick power-house, raceway and road, in accordance with plans marked Red Bridge Dam, dated ----- Signed -----

The work will also be built in conformity with these Specifications. Such work as may be herein specified or may be agreed upon and stated in writing shall be done by the day, and under such conditions, and at such charges as shall be expressed in this contract, or in the written agreement; but it is distinctly understood that all machinery, material and work not specifically stated as furnished or done for account of the Company shall be furnished and done by the Contractor, and all charges for same included in his proposal under this specification.

These plans show only the general character of the work, and during its progress such working plans will be furnished from time to time by the Engineer as he may deem necessary.

The character of the materials to be met with, as shown on said plans, is the result of such examination as the Company has been able to make; but no guarantee is made as to the accuracy of the borings or test pits or the representations on the plans.

2. The dam is to be built partly of masonry and partly of earth, approximately on the lines shown; but if the character of the materials or circumstances arise which render it advisable to change the location of the dam or to change the plans of the dam, the Company expressly reserves the right so to do without payment of damages to the Contractor, but all work actually completed will be paid for as per price bid for the whole work.

Where the foundation is not of ledge sheet piling will be driven in the embankment trenches. The embankments will enclose plastered concrete core walls. Water-tight material will be placed next these walls on the water side. The embankments will be protected from wash by linings of riprap or paving. A walk will be built on the top of the dam, and other slopes and surfaces covered with soil as directed.

The embankments will be separated from the masonry overfall by heavy wing walls. A canal with bulkhead, head-gates, wastewair, ice-way, brick power-house and tail-race, is to be built on the south side of the dam, and the town road re-located as shown on plans. The masonry portion of the dam will be about three hundred feet in length and will be a solid mass of masonry faced on the down-stream side with range stone laid in courses.

Where the ledge is of poor quality or for other reasons, it may seem to the Engineer to be desirable, the core-wall both in the center of the embankments and under masonry section may be carried down deep into the ledge.

3. Work to be done.

The work to be done, in a general way, consists in stripping the site of the dam; building up the embankments in layers, and in paving or otherwise protecting their surfaces; doing all blasting, excavating, filling, rock and timber work; constructing all masonry; building in all iron work in connection with brick or other masonry; laying pipes through dam; doing all carpenter work in connection with bulkhead-house, head-gates and power-house; provide all necessary cofferdams; doing all pumping or other temporary work in connection with the permanent work, and deliver over to said Company the whole work in a complete condition with the masonry all pointed and with the dam, bulkhead, canal, waste-way, wheel pits, tail-race and road ready to be put into service in accordance with the plans and these specifications.

Lines, Grades, Levels, Plans.

All the work during its progress and on its completion must conform truly to the lines, grades, and levels to be determined and given hereafter by the Engineer, and due facilities and such assistance and materials as he may require must be furnished by the Contractor without extra charge, and the engineer's marks must be carefully preserved. The work must also be built in accordance with the plans and directions which shall be given by him from time to time, subject to such modifications and additions as said Engineer shall deem necessary during the prosecution of the work, and in no case will any work which may be performed, or any materials furnished in excess of the requirements of this contract or of the plans or of the specifications, be estimated and paid for, unless such excess shall have been ordered by the Company as hereinafter set forth.

4. Tools and Implements.

The Contractor is to furnish all temporary flumes and cofferdams, all materials and all tools, implements, machinery and labor necessary or convenient for doing all the work herein contracted for, with safety to life and property in accordance with this contract, and within the time specified herein; he will be required to construct and put in complete working order the work herein specified, and to perform and construct all the work covered by this agreement; the whole to be done in conformity with the plans and these specifications; and all parts to be done to the satisfaction of the Engineer.

5. Soil.

The soil is to be removed from the grounds where the dam, all embankments and other works are to stand.

Wherever directed by the Engineer said soil to be hauled and put in spoil banks, to remain until required to be placed over the finished surfaces of slopes or embankments. The quantities of soil removed will be measured in the spoil banks and paid for as stipulated in Article ----- Q item.

The slopes of the embankments are to be covered with soil taken from the spoil banks, if any additional soil is needed for the work,

it shall be obtained and taken from such grounds as may be designated by the engineer, and deposited wherever ordered by him; all soil removed from the spoil banks or from such grounds as the Engineer may designate, shall be measured in excavation. It will be rolled or otherwise compacted, and paid for as stipulated in Articles ----- Q items.

All surfaces which are required to be afterwards sodded or seeded are to be covered with soil at least twelve inches in thickness.

6. Seeding.

The Engineer may specify the kind, quality, and amount of seed to be used on all surfaces ordered to be seeded, and he may also direct the manner of seeding, including rolling and watering.

7. Earth Excavation, Back Filling and Embankments.

Earth excavation is to be made for the foundations, core-walls, canal, waste-way, penstocks, wheel-pits and tailrace, and for any grading that may be required either above or below the dam, or for any other work in connection with the dam, other structures, or appurtenances which the Engineer may order, but no payment will be made for earth or other excavation unless specifically staked out and ordered by the Engineer. The price bid for the excavation will cover all excavations by the Contractor for his own convenience or for temporary or protecting work, none of which will be measured or estimated by the Engineer.

8. Excavation.

Earth excavation is to be made in accordance with the lines established by the Engineer, and the price herein stipulated for earth excavation -- Article --- Q item --- is to include the work of clearing and grubbing the ground of all trees, stumps, bushes, roots and burning or otherwise disposing of the same; of sheeting and bracing and supporting and maintaining all trenches and pits during and after excavation; of all pumping, ditching and draining; of clearing the excavation of all wood or other objectionable materials; of selecting the materials, and of hauling and of disposing of the excavated materials in making embankments, in filling, refilling and wasting; of rolling and watering, and all other labor and expenses incidental to the handling of the excavated materials.

9. Spoil Banks.

Wherever, in the opinion of the Engineer, the material excavated from the pits and trenches cannot properly be disposed of in embankment or other work at one hauling, it shall be deposited in spoil banks, and paid for under Article Q item -----

10. Measurement.

All earth work paid for under Article Q items ----- shall be measured in excavation.

11. Embankment.

The embankments for dam shall start from a well prepared base, stepped on sloping ground, and shall be carried up in horizontal layers not exceeding four inches in thickness; every layer to be carefully roll-

ed, either with heavy grooved rollers, or steam rollers, and to be well watered. The earth to be well rammed with heavy rammers at such points as cannot be reached by the rollers. Special care shall be required in ramming the earth close to the core or other walls, which shall always be kept at least two feet higher than the adjoining embankment, unless otherwise permitted. The embankments of the dam shall be kept at an uniform height on both sides of the core-walls during construction, and at no time will the down-stream half of the dam be allowed to be higher than the up-stream portion. At all times the earth embankments must be kept three feet above the "Masonry portion" of the dam.

12. Watering.

Ample means shall be provided for watering the banks, and any portion of the embankment to which a layer is being applied shall be so wet, when required, that water will stand on the surface. The Contractor shall furnish at his own cost the necessary steam pumping plant and force-main for forcing water into a tank situated on a side hill, at least fifty feet above the top of the dam when completed. From this tank a three inch distribution pipe, fitted with gates and hose connections, will lead lengthwise over the dam to supply water wherever it may be needed.

If the Engineer approves, some other method of equal efficiency for the furnishing of water may be substituted for the above plant. This work is included in the price to be paid for earth excavations.

13. Clearing and Grubbing.

All the grounds covered by the dam and other embankments and borrow pits shall be cleared of all soil, stones, trees, stumps, or other organic or perishable material, which shall be deposited at such points as shall be designated. If the borrow pits are, in the opinion of the Engineer, sufficiently near the dam, the soil or other useful materials may be removed to the spoil banks and measured, otherwise they will not be measured.

Stumps and other vegetable substances shall be burned.

14. The surface of embankments shall be dressed smoothly to line and grade to receive the soil or broken stone supporting the paving or rip-rap.

15. Quality of Earth.

The earth used for the embankments shall be free from perishable material of all kinds, and from stones larger than three inches in diameter, and it shall be of the quality approved by the Engineer. The portion of the embankment next to the core-wall on the up-stream side of the dam and the refilling of all trenches will be composed of hard pan or other fine, compact or selected material approved by the Engineer who shall decide upon the quality and character of the earth to be used at various places, and it must be selected and placed in accordance with his orders.

16. Classification.

All excavation and disposal in embankments and refilling of earth, hard pan, and other materials, shall be classified and estimated as earth excavation, and paid for at the price hereinafter stipulated, Article Q item -----

ROCK EXCAVATION.

17. Rock excavation is to include the excavation of all solid rock which cannot, in the opinion of the Engineer, be removed by picking, and of boulders of one cubic yard or more in size; the price hereinafter specified, Article Q item ---- to be paid for rock excavation shall include the work of hauling and disposing of the same in spoil banks or other places.

18. Rock excavation shall be measured in excavation, and estimated for payment in accordance with the lines given by the Engineer. No excavation outside of these lines will be estimated.

19. Rock is to be excavated for the foundation of the dam, wing-walls, core-walls, and wherever necessary to obtain the required depth for the various structures mentioned in these specifications and shown on plans, and wherever the Engineer may order.

20. The price paid for rock excavation is to include the cost of supporting and maintaining the excavations, of pumping and draining, of disposing of the excavated materials as ordered by the Engineer, and all other incidental expenses.

21. All rock excavation in the wall trenches and at any other place designated by the Engineer is to be made with Explosives of a moderate power, under his direction, and not with high explosives. Black powder may be ordered by him to be used in special cases.

22. All rock surfaces intended for masonry foundation must be freed from all loose pieces, and be firm and solid, and prepared as directed by the Engineer.

FOUNDATION WORK.

23. The foundation work for the stone dam, core-walls of dam, and for other structures is to be extended to such depth and in such a manner as shall be ordered by the Engineer.

In bad bottom, sheet piling, tongued and grooved, may be ordered to be driven or placed on one or more sides of the work.

If the material of excavation is such, in the opinion of the Engineer, as to require especial precaution, the trenches for the core-wall and for other structures may be ordered to a great depth, beyond the indications of the plans. The position of the bed rock being uncertain it is impossible to indicate the bottom of the core-wall with accuracy, and it is distinctly understood that the lines for the foundation shown on the plans are not guaranteed by the Company to be correct.

PROTECTIVE WORK.

24. The Contractor will be required at his own expense to take care of all water which may come down the stream during the progress of the

work, and to make good any damage done to the dam from freshets or other action of the water or the elements.

T I M B E R.

25. Timber may be ordered used for platforms, for permanent sheet piling, and for other permanent uses. It shall be of the sizes and placed in the manner ordered by the Engineer.

26. All timber and lumber so used shall be spruce or Southern pine, sound, straight grained and free from all shakes, loose knots, and other defects that may impair its strength and durability. The price bid for timber shall cover all incidental expenses incurred for labor, or for tools or other materials used in placing, securing and fastening it.

27. No payment shall be made to the Contractor for lumber used for bracing, sheeting, scaffolding, centering and other temporary purposes.

28. Tongued and Grooved Timber.

The timber used for sheet-piling in the foundations and other places may be ordered tongued and grooved, such timber shall be furnished and placed as ordered, and the price hereinafter stipulated - Article Q item ---- for tongued and grooved timber is to cover the cost of placing, driving, securing and fastening the same.

M A S O N R Y.

29. All masonry, except where otherwise specified, shall be laid in hydraulic cement mortar, and shall be built of the forms and dimensions shown on plans, as directed by the Engineer from time to time, and the system of bonding ordered by the Engineer shall be strictly followed.

30. All beds and joints must be entirely filled with mortar, and the work in all cases shall be well and thoroughly bonded.

31. Water.

Care must be taken that no water shall interfere with the proper laying of masonry in any of its part.

32. Pipes.

All means used to prevent water from interfering with the work, even to the extent of furnishing and placing pipes for conducting the water away from the points where it might cause injury to the work, must be provided by the Contractor at his own expense.

33. Under no circumstances will masonry be allowed to be laid in water.

34. Iron Work.

All iron work, except the sluice-gates and pipes, is to be built in the masonry without other compensation than the price herein stipulated to be paid per cubic yard of masonry. The pipes, special castings, and other iron work will be furnished and delivered by the Company on the site of the dam, and must then be carefully protected, handled, placed and laid by the Contractor in a thorough manner as directed by the Engineer.

35. Freezing Weather.

No masonry is to be built between the 15th of November and the 15th of April, or in freezing weather, except by permission of the Engineer.

All masonry to be amply protected from the action of frost during the winter. The Contractor will be required to make good any damage resulting from frost on any portion of the work.

36. Sprinkling.

All fresh masonry, if allowed to be built in freezing weather, must be covered and protected in a manner satisfactory to the Engineer, and during hot weather, all newly built masonry shall be kept wet by sprinkling until it shall have become hard enough to prevent its drying and cracking, and if necessary canvas coverings must be provided.

37. Cement.

A superior grade of American Portland Cement is to be used. It must be in good condition and equal in quality to -----

It must be made by manufacturers of established reputation, it must be fresh and very fine ground, and in well made casks.

To insure its good quality, all the cement furnished by the Contractor will be subject to inspection and vigorous tests, and if found to be of improper quality will be branded, and must be immediately removed from the work. The character of the tests to be determined by the Engineer. All cement shall be stored in a tight building, and a sufficient quantity shall at all times be kept on hand to allow ample time for tests to be made without delay to the work of construction.

Cement is generally to be used in the form of mortar with an admixture of sand, and when so used, its use is included in the price herein stipulated for the various kinds of masonry. For the foundation work, however, Portland Cement may be ordered by the Engineer in exceptionally wet and difficult places, to be used with or without any admixture of sand for grouting seams or for such other purposes as he may direct. The cost of placing said cement will be paid by the Company, the price to be paid to be estimated by the Engineer unless otherwise stipulated. Such cement is to be paid for per barrel of four hundred pounds, furnished and delivered by the Contractor at the place where it must be used. See Article Q item -----

39. Mortar.

All mortar, not otherwise specified, shall be prepared from cement of the quality before described, and clean, sharp sand. These ingredients to be thoroughly mixed dry, as follows: The proportion of cement ordered, by measure, with the ordered proportion of sand, also by measure and a moderate dose of water is to be afterwards added to produce a paste of proper constituency; the whole to be thoroughly worked with hoes or other tools.

In measuring cement it shall be packed as received in casks from the manufacturer. The mortar shall be freshly mixed for the work in hand, in proper boxes made for the purpose; no mortar to be used that has become hard or set. If the mortar ingredients are mixed at some distance from the work, water shall not be added until the mortar has been brought to the work and is ready for use.

40. The price herein stipulated for the various kinds of masonry, ex-

cepting brick masonry, is contingent on the use of a mortar made of one part in volume of American Cement to two parts of sand. Additional prices are herein stipulated for the use of mortar formed with different mixture of cement and sand.

Article Q item -----

41. Concrete.

The concrete shall be formed of sound broken stones, or of screened gravel stones if so directed by the Engineer, no stone exceeding two inches at their greatest dimension, and no stone less than one fourth inch in its greatest dimension. All stones in any way larger are to be thrown out.

The materials to be cleaned from dirt and dust before being used; to be mixed in proper boxes, in the proportion of five parts of broken stone, two parts of sand and one part of cement of the quality before described; to be wet and thoroughly mixed as may be directed by the Engineer; to be laid immediately after mixing, and to be thoroughly compacted throughout the mass by ramming till the water flushes to the surface; the amount of water used for making the concrete to be approved or directed by the Engineer. The concrete shall be allowed to set twelve hours, or more, if so directed, before any work shall be laid upon it; and no walking over or working upon it shall be allowed while it is setting. Article Q item -----

42. Wherever ordered by the Engineer, the concrete shall be made of broken stone not exceeding one inch in its greatest dimension, and used in the proportion of three measures of broken stone, two measures of sand and one measure of cement. Article Q item -----

43. Plastering.

The up-stream face of core-walls, and such other surfaces as the Engineer may direct, will be thoroughly plastered with a half inch coat of Portland Cement plastering put on in two portions as follows:- Next the concrete a thick coating of Portland Cement mortar will be put on, mixed in the proportions of one part of cement to one of sand, rubbed to a uniform surface and left rough; over this will be smoothly spread with trowels a coat of neat Portland Cement which shall be thoroughly worked to make a perfectly water-tight surface. All plastering will be measured and paid for by the square yard of superficial surface as per Article Q item -----

44. Centering.

All centering shall be made, put up, and removed in a manner satisfactory to the Engineer.

45. Stone Masonry.

All stone masonry is to be built of sound, clean quarry granite stone of quality and size satisfactory to the Engineer; all joints to be full of mortar, unless otherwise specified.

46. Paving.

Paving, when not otherwise specified, to be laid without mortar,

and is to be used for portions or the whole of the slopes of the dam embankments, and at any other place that may be designated.

Paving of ice-way to be laid and vertical joints filled with Portland cement mortar.

47. This work is to be measured in accordance with the lines shown on the drawings or ordered during the progress of the work. The stones used must be thoroughly rectangular; all irregular projections and feather edges must be hammered off. No stone will be accepted which has less than the depth represented on the plans or ordered. Each stone used must be set solid on the foundation of broken stone or earth and no interstices must be left.

48. Broken Stone.

After the slopes which are to receive the paving have been dressed, a layer of broken stone, nine inches thick or less, is to be spread as a foundation for the paving, wherever ordered. The broken stone must be sound and hard, not exceeding two inches in its greatest dimensions.

Broken stones may be used also wherever the Engineer may direct, and paid for under this head - Article Q, item ----- The cost of broken stone used in making concrete is included in the price hereinbefore stipulated for concrete laid.

49. Riprap.

Riprap, instead of paving, may be used for covering a large portion of the dam slopes, and wherever the Engineer may order. It shall be made of stone of such size and quality and in such manner as he shall direct, and must be roughly laid by hand.

It will generally be put on in thick layers, and if found cheaper will probably be substituted for paving on the lower slopes of the dam below the berms.

50. Rubble.

Rubble stone masonry is to be used for the central part and back of dam, for the wing-walls of the earth embankments, for the bulkhead where cut stone is not shown or specified, for canal walls, ice-way walls, road culvert, foundation walls of power-house and wherever ordered by the Engineer. It shall be made with sound, clean stones of compact texture, free from loose seams and other defects. They must have roughly rectangular forms, and all irregular projections and feather edges must be hammered off before the stones are set.

The beds must be good for materials of this class and must present such even surfaces that when lowering a stone on the surface prepared to receive it, there may be no doubt that the mortar will fill all spaces.

No spalling up under a stone after it is laid will be allowed, neither will any grouting or filling of joints be allowed after the stone is set. Especial care is to be taken to have every stone entirely surrounded by mortar.

The quality of the beds is to regulate, to a large extent, the

size of the stones to be used, as the difficulty of forming a good bed joint increases with the size of the stones, various sizes must be used.

Generally the largest stones are not to measure more than twenty cubic feet, and they are to be used in the proportion of about twenty-five per cent of the whole, but they must be omitted partially or entirely if their beds are not satisfactory. It is expected that one quarter of the stones will be of such size that two men can handle them. The balance to be composed of intermediate sizes. Regular coursing to be avoided.

The face of wing-walls of dam and bulkhead above the water line is to be laid with selected rubble or squared stone, and without pinnars, as will also both faces of the bulkhead above elevation 8800; the upstream face of bulkhead, above gate openings is to be free from any projection of over one inch beyond the line of the face of the gate openings, and should any stone project beyond such point the Contractor will be required to remove the stone or the excess of projection.

All the above stone work is to be thoroughly bonded and laid solid in mortar; the face joints cleaned out two inches deep and jointed with neat Portland cement mortar, well compacted.

51. Foundation Walls.

The foundation walls of power-house are to start from a level bed of concrete, as indicated on plans, to be laid closely to the lines forming the wheel pits; the wheel pit walls to be faced with stone having straight split faces and any projection of over two inches to be removed. The down-stream face of the foundation wall of dynamo room to be laid with selected stone and neatly fitted to ring stone of raceway arches. All outside exposed faces and face of walls in wheel room to have their joints cleaned out and then filled with neat cement mortar as before specified. Top of walls to be left true and level to receive brickwork.

52. Road Culvert.

The arched culvert under roadway is to be of straight split rubble sheeting, well bonded and laid solid with mortar.

After the arch is laid it is to be thoroughly covered with a heavy coat of mortar, troweled smooth.

All the ring stones in the arch are to be laid at a right angle to the center line of the roadway, and the skew-backs are to be pitched to correspond to same.

53. Coping and Step Stones.

Coping stones for wing-walls of dam, bulkhead, wastewair and head gate wings, to be of straight split stone, not less than fifteen inches thick, of uniform thickness for each wall, and of the full width of the top of the walls, roughly jointed to give reasonably small joints. Edges to be pitched off to line.

Step stones to be not less than fifteen inches thick, of uniform thickness for each wall, to bond not less than one foot, to be of the

full width of the top of the walls, and any roughness at the joints to be worked off; all edges to be pitched off to lines of walls and exposed ends squared.

Coping of canal and ice-way walls to be of large flat stones not less than ten inches thick, of the full width of the top of the walls, with square ends, and face pitched off to line. All the above mentioned stone work will be measured and paid for by the cubic yard as rubble masonry as per Article Q -----

54. Range Work.

The front face of the masonry dam, and any other masonry that may be designated is to be made of range stones, as shown on plans, the stones to be of unobjectionable quality, sound and durable, free from all seams and other defects, and of such kind as may be approved by the Engineer. They shall be pointed with neat Portland Cement. All stones to bond not less than twenty-one inches.

All bottom beds are to be full back sixteen inches from the face, with no plug holes back of this over one half inch deep and six inches diameter, the top beds and joints to be cut true to a depth of four inches from the face and to surfaces allowing of one half inch joints at most, the joints for the remaining parts of the stones not to exceed one and one half inches in thickness at any point; the beds are to be true out of wind, and faces are to be pitched off true to the face line of dam, with no projection on face of stones of over one inch.

All arrises to be true, well defined and sharp.

From the coping down to the top of the lower curve of face of dam, the courses are to be twenty and twenty-four inches rise, and twenty-four and twenty-eight inches rise below that point, excepting the last or toe course which is to be a full course of headers.

All stretchers are to be not less than thirty inches thick, and headers not less than five feet long, and thirty inches wide on face, excepting in the two upper courses where the headers will be four feet six inches long.

The five courses in upper curve are to be laid alternate headers and stretchers and cut with "dove tail" joints as shown on detail plan.

Coping stones of dam to be not less than two feet six inches wide, cut with full bed and joints, crest twelve inches wide to be bushed true and level after all are placed; in front of crest the stones are to be pointed, back of crest the coping is to be roughly worked off to the form shown and have no projection of over two inches, and joints to be one half inch at most.

No plug hole to come nearer than three inches to any arrise, and in no case is it to exceed one fourth of the whole area of the joint.

55. Drilling.

After the masonry of the dam is completed a line of holes for flash board pins is to be drilled in the crest, holes to be placed two feet or more on centers, one and three fourths inches diameter and six

inches deep, the arrangement to be subject to change by direction of the Engineer.

56. Measurement. (continued)

This class of masonry, including the headers, is to be estimated at thirty inches thick throughout, excepting the coping which will be estimated as twenty-four inches thick.

In no case are the tails of the headers to be estimated. To be paid for as stipulated in Article Q item ----

57. Pointing.

The pointing of the faces of all masonry in the dam, and wings to be thoroughly done with neat Portland Cement after the structure is completed, every joint to be raked out therefor to a depth of at least two inches, and if the Engineer is satisfied that the pointing at any place is not properly done it must be taken out and done over again. The cement is to be mixed in small quantities and applied before its first setting.

58. Wastewair.

The coping of the wastewair is to be of the form and dimensions shown on plans, stones to be not less than two feet six inches wide, and cut with full bed and joints, bushed crest one foot wide, pointed wash, face and back; joints to lay not more than one half inch thick. Face of weir to be laid with joints not over three fourths of an inch thick and full back six inches from the face. Apron stone to be not less than two feet wide, cut with full bed, and joints not to lay more than one half inch thick, top and face to have no projection of over two inches.

The coping and apron stones to bond not less than six inches into the wing walls.

After the weir is completed the Contractor will place the iron frames for bridge and flash boards on same, frames to be secured to coping and wing walls with dowel bolts grouted in with neat Portland Cement. Contractor will also place and build in the waste gate and pipe as shown on plans.

59. Cut Stone in Bulkhead.

Sill stones for gate openings are to be cut with full beds and joints, tops to have no projection of over one inch, the face of sills, piers and caps to be peen hammered true and out of wind, and rebated as shown for gate frames.

Piers to be built of twenty-four inch courses, of random lengths, with beds and joints cut full back not less than four inches from the faces, and to lay not over one half inch thick, the remaining parts of the joints to be not over one and one half inches thick at any point; sides of piers to be pointed.

Caps or covering stone to be bedded and jointed, with no projection on soffit of over one inch.

Contractor will drill all necessary holes for dowel bolts in face

of piers, placing gate frames and bolts, and grouting joints of same with neat Portland Cement in a manner satisfactory to the Engineer.

Coping stones of the dimensions shown on plans are to be placed over each gate opening; cut with full bed and joints, peen hammered face and top, and drilled for anchor bolts, cut faces to be true and out of wind. Between these stones, and on the back edge of the bulkhead, the masonry is to have coping as shown, cut with full bed, and joints, pointed tops, and edges pitched off to line.

60. Head Gate Coping.

The wall for the head gates is to be coped with stones three feet wide and sixteen inches thick, of random lengths, arranged to provide proper stone where the gate operating work is to be located. Coping to be cut with full bed and joints, pointed tops true and out of wind, with no projection on face of over one inch, back to be pitched off to line.

Coping to be drilled for dowel bolts, and bolts grouted in with neat Portland Cement, the cost of grouting to be covered by the price paid for this class of stone work.

61. Arch Stones.

The faces of raceway arches in power-house and faces of road culvert are to be laid with ring stones having cut joints to lay not more than one half inch, pointed soffits, and faces pitched off to line. Stone in raceway arches to be the full thickness of the wall, and in road culvert to bond not less than one foot with rubble sheeting.

All cut stone shall be laid with one half inch joints, and all face joints shall be pointed with mortar made of neat Portland Cement, applied before its first setting.

All joints to be raked out to a depth of two inches before pointing; the cost of pointing to be included in the price stipulated for cut stone masonry.

62. Brick Masonry.

Such portion of the wheel pit walls as is indicated or shown on plans, and arches over wheel pits are to be built of hand burned brick. No bats, cracked, crooked or light burned bricks will under any circumstances be allowed in the work.

All brick shall be well soaked with water before being laid, and shall be laid close and solid in Cement mortar of the quality hereinafter specified, with such thickness of joints and style of bond as shall be directed by the Engineer.

Grout will be substituted for mortar when ordered by the Engineer. Brick arching must be covered on the back with a coat of cement mortar not less than one inch thick. The keying of all arches shall be most carefully done, and in such manner as may from time to time be directed by the Engineer.

The draft tubes for the water wheels are to be placed in position by the contractor before the centers are in position, and supported on

blocking built up from the pit floors.

All necessary openings for draft tubes, pipes or other purposes are to be provided in the brick work as directed by the Engineer. Brick foundations are to be built for dynamos, wheel cases and in under heads of draft tubes. All the above mentioned brick work to be laid mortar made of one part Portland Cement and two parts clean, sharp sand, free from all foreign materials.

Mortar to be well and freshly mixed and at all times subject to the approval and acceptance of the Engineer. Door and window sills are to be of granite, window sills cut with full bed, and joints, peen hammered wash and quarry face. Door sills to be cut with full bed, and joints, bushed door line pointed tread, hammered wash, lugs and quarry face.

The walls of the power-house above the top of the foundation walls are to be of hard burned brick, square edged, and true, and no "light hards", swelled brick, bats or chips will be permitted to be used in the work. All bricks are to be well culled to secure the best shades for the outside face of walls.

Walls to be built straight, plumb and true to lines shown on plans, thoroughly bonded every sixth course, and laid solid with mortar; both faces of walls to be brushed down and all fins removed after being neatly jointed.

Contractor will set all iron wall plates for rafters, crane and steel beams for balcony about wire tower; set and built in all door and window frames.

The above mentioned brick work is to be laid in mortar composed of the best lime and clean, sharp sand in such proportions to make the best mortar, and all mortar to be made not less than four days before using. When the mortar is tempered for use one third barrel of Rosendale Cement is to be added for each barrel of lime used.

All brick work is to be paid for by the thousand brick laid, estimated at twenty-two bricks to the cubic foot as laid, the price to include the cost setting of all iron plates, windows and door frames, and the furnishing and placing of all centering.

62 1/2. Concrete.

Where shown on plans cement concrete is to be laid under floors and walls of wheel-pits and head-gates and for floors of wheel and dynamo rooms, the character and quality of the concrete to be the same as that specified for the core walls. The surface of the floors of wheel and dynamo rooms to receive a one inch coat of Portland Cement mortar floated down smooth, true and level.

63. Carpenter Work.

The floors of the wheel-pits are to have 12" x 14" sawed hemlock sills placed as shown on plans and extending not less than two feet under the walls, each sill to be in one piece, and thoroughly bedded in the concrete bottom. Top of sills to be true and level with each other. On sills lay floor of three inch planed, jointed, grooved and splined

spruce plank, breaking joints at every sixth plank laid, and nail with four sixty penny cut steel nails at each bearing, nails to be driven in an inclined position. Plank to be fitted with $1\frac{1}{4}$ " x $\frac{5}{8}$ " Southern pine splines. On plank lay a top floor of one and one eighth inch planed and jointed spruce flooring not over six inches wide and break joints with each board; nail every eighteen inches with two twelve penny nails.

The floor in front of the head-gates is in every way to be of the same kind and placed in the same manner as that above specified.

64. Framing.

All framing in power-house, excepting that of roof of wire tower is to be of Georgia pine, planed four sides, and exposed corners chamfered. All timber to be sound and free from wane, shakes, rot and large or loose knots, of the dimensions shown on plans, and framed to the satisfaction of the Engineer.

Framing of roof of wire tower and gate house to be of best spruce timber, free from wane, shakes, rot and other imperfections; all to be framed, mortised, tenoned, pinned, and bolted in the most thorough manner.

65. Floors.

Floor of dynamo room to be of 3" square edged hemlock plank laid close on 1" x 8" spruce boards placed two feet on centers. On plank lay a top floor of $1\frac{1}{8}$ " planed and jointed maple flooring free from wane, shakes, rot, knots or other imperfections, flooring to be not over four inches wide or less than six feet long, break joints with each board and double nail every sixteen inches with ten penny steel wire floor nails. All boards to be square butted and holes bored in ends for nails.

66. Roofs.

Roofs over wheel and dynamo rooms to be laid with $2\frac{7}{8}$ " planed, jointed, grooved and splined Southern pine plank, twenty feet long, dry and free from wane, shakes, rot, large or loose knots, fitted with $1\frac{1}{4}$ " x $\frac{5}{8}$ " Southern pine splines; laid close breaking joints every sixth plank, and double nailed at each bearing with sixty penny cut steel nails.

Roof of wire tower to be covered with $1\frac{1}{8}$ " planed and matched spruce roofing boards, sound and free from defects.

Roof of gate house to be covered with $1\frac{7}{8}$ " planed and matched spruce plank, of acceptable quality and not over eight inches wide, breaking joints with every sixth plank and double nail at each bearing with forty penny steel nails.

67. Gravel Roofing.

Roofs of gate and power-houses to be covered with best five-ply tar and gravel roofing, put on in an acceptable manner, gravel to be clean, dry and not over $\frac{1}{4}$ " diameter. To be flashed and cop flashed about all walls and skylights with nine ounce zinc, thoroughly soldered

and secured. Jap to be fitted with moulded gravel ridge of nine ounce zinc, thoroughly soldered and secured, and arranged to drip one fourth inch below the top member of the crown moulding. Roof of wire tower to be covered with best Monson, Main slate, fitted with nine ounce zinc ridge roll and hips thoroughly secured with galvanized iron clips.

68. Siding.

Gate-house to be covered on all sides with planed and matched white pine boarding, free from wane, shakes, sap, rot and large or loose knots.

69. Scuttles.

Over each gate scuttles are to be provided in roof of gate-house as shown on plans, fitted with hinges, hooks and hasp; a plank floor laid in front of gates and plank walk arranged under scuttles as shown on plans.

70. Doors.

Doors of gate-house to be made of $7/8$ " planed and matched clear pine with strong cleats thoroughly nailed and secured, hung with barn door hinges put on with carriage bolts, fitted with wrought iron top and foot bolts, staples, hasp and padlocks with two keys for each lock.

The outside doors of power-house are to be of clear white pine, frame $2\ 1/4$ " thick, mortised, tenoned, pinned, wedged and secured in the most thorough manner, and curved on the inside with $3/4$ " planed, matched and beaded sheathing, the top and bottom sections of the doors are to be arranged to swing separately.

The jambs of the outside doors are to be of 3" plank, and thoroughly secured to the inside of the wall of building with $5/8$ " anchor bolts. Doors to be hung with barn door hinges put on with carriage bolts, and fitted with all necessary bolts and mortise lock of acceptable kind and quality.

All inside doors are to have $2\ 1/2$ " rebated pine plank frames with segment heads. Doors to be made of two thicknesses of $3/4$ " planed and matched pine arranged across each other and thoroughly nailed with wrought nails well clinched at each intersection; doors and frames to be covered on all sides with bright tin thoroughly locked and secured as directed by the Engineer. Doors to be hung with strap hinges put on with carriage bolts.

71. Windows.

Contractor will provide and set all window frames as shown on plans, frames to have $1\ 1/8$ " pulley stiles and heads, $1/2$ " parting beads and stop casings, all of Southern pine, 2" plank stools, $7/8$ " casings and moulded staff beads, all of clear pine. Pulley stiles to be fitted with spring balances which will be provided by the owners.

All frames to be fitted with clear pine sash, of the thickness shown on plans, generally $1\ 3/4$ ", mortised, tenoned, pinned and secured in the most thorough manner.

Sash to be glazed with second quality German or American Glass, well puttied, back puttied and secured with zinc points. Pulley stiles

to be oiled and framed and sash primed before leaving the shop. All glass to be left clear and whole on the completion of the building. Frames in gate-house to be fitted with sliding sash.

72. Finish.

All outside finish is to be of clear pine, moulded and worked as shown on plans.

73. Iron Work.

All the iron work for the entire work, (excepting the bolts for frame of gate-house, door frame of power-house, and for sheet piling, which the Contractor is to furnish), will be furnished and delivered on the cars at Red Bridge Station by the owners, the Contractor to take it from the cars, set, and built it into the masonry; the cost of moving and setting to be covered by the price paid for the various kinds of masonry in which the work is built.

It being understood that iron work covered by this article does not include the penstocks or any part of the wheel work, except the draft tubes, and none of the electrical machinery.

74. Skylights.

On roof of wheel-house four skylights are to be built, with plank curbs of the dimensions shown, fitted with improved galvanized iron sash glazed with hammered glass. Curbs to be covered with Merchants best tin roofing plates, thoroughly locked, secured and soldered, using no acid.

75. Painting.

All outside wood work and inside wood work of doors, frames and sash of power and gate-houses to be painted three coats of best lead and oil, color as directed.

All exposed iron work to be painted two coats.

76. Head Gate Framing.

The gates, frames and all wood work connected with the same are to be of best Georgia pine, planed on all sides, true and out of wind, framed, mortised, tenoned, pinned and bolted in the most thorough manner; gates to be made of eight inch plank, planed, jointed, grooved and splined.

Frames to be placed in position and built into the masonry, under the instructions and to the satisfaction of the Engineer. Contractor will fit and secure all iron work, which will be furnished by the owners, to the frames, gates and floors.

The Contractor will furnish the planed lumber for the gate work, and the labor on same will be paid for by the day, as stipulated in the article on day labor.

77. In General.

The Contractor will furnish and place on wire tower a balcony having five inch steel I beams built into the brick walls of tower covered with 3" Southern pine plank, and provided with 1 1/2" wrought iron pipe railing; all as shown on plans.

Contractor will provide and lay in concrete floor of dynamo room all necessary 4" Akron pipe conduits for wires where directed by the Engineer, and provide all necessary openings in floors fitted with doors to give access to same.

78. Piers.

Piers are to be built under penstocks as shown on plans of rubble stone work, topped out with hard burned brick; all laid in cement mortar, of the number and form shown. All piers to start from a firm foundation of gravel.

79. Obstructions and Town Rules.

If at any time an obstruction to the free use of the highway becomes necessary, the Contractor shall provide a suitable passageway for all travel, and guard same with suitable railings. Any obstructions to the highway shall be protected by stout barricades, and hung with signal lanterns every night until removed.

All town rules and fees are to be complied with and paid by the Contractor.

80. Superintendents and foremen.

The Contractor shall employ suitable superintendents and foremen to represent him at different parts of the work, and they shall receive and obey orders from the Engineer.

81. Skilled Workmen to be employed.

The foremen, mechanics and others employed by the Contractor shall be skilled in the several parts given them to do.

82. No Incompetent or Disorderly Help.

If any person employed on the works by the Contractor be disobedient, or appears to the Engineer to be incompetent, unfaithful or disorderly, he shall be discharged immediately on the requisition of the Engineer, and he shall not again be employed on the works.

83. No Spirituous Liquors.

The Contractor shall neither bring nor allow others to bring any spirituous liquors or other intoxicant upon the grounds occupied for the prosecution of the work; neither shall he furnish or allow others to furnish liquors or other intoxicant to the workmen in his employ.

84. Conveniences.

Necessary conveniences, properly secluded from public observation, shall be constructed wherever needed, for the use of the laborers on the work.

85. Rejected Materials.

Any materials condemned or rejected by the Engineer or his representatives may be branded, or otherwise marked, and shall, on demand, be at once removed to a satisfactory distance from the work.

86. Imperfect Work.

Any unfaithful or imperfect work which may be discovered before the final acceptance of the work shall be corrected immediately, and any unsatisfactory materials delivered shall be rejected on the require-

ment of the Engineer, notwithstanding that they may have been overlooked by the proper inspector. The inspection of the work shall not relieve the Contractor of his obligations to perform sound work, as herein prescribed; and all work, of whatever kind, which, during its progress and before it is finally accepted, may become damaged from any cause shall be removed, and replaced by good and satisfactory work.

87. Contractor not present.

Whenever the Contractor is not present on any part of the work where it may be desired to give directions orders will be given by the Engineer to, and shall be received and obeyed by, the superintendent or foreman who may have charge of the particular work in relation to which the orders are given.

88. Laws and Regulations.

In all the operations connected with the work herein specified, all laws or regulations controlling or limiting in any way the actions of those engaged on the works, or affecting the methods of doing the work or materials applied to it, must be respected and strictly complied with; and during the progress of the work the Contractor shall provide such precautions as may be necessary to protect lives and property.

89. Clearing up.

After the completion of the work the Contractor is to remove all temporary structures built by him, and all surplus materials of all kinds from the site of the work, and to leave them in neat condition.

90. Personal Attention.

The Contractor agrees that he will give his personal attention to the fulfillment of this contract; and that he will not sublet the aforesaid work, but will keep the same under his control, and that he will not assign, by power of attorney or otherwise, any portion of the said work, unless by and with the previous consent of the Company, to be signified by endorsement on this agreement, and also that if, in the opinion of the Company he does not give that amount of his personal attention which in its opinion the work requires, he will, upon written notice from it give such time as may be required, or his entire time to the work, or forfeit \$ ---- for each day he shall be absent from such work - except for cause of sickness or by written consent of the Company - For purposes of this clause - five hours shall constitute a day's attendance.

91. Transfer of Materials.

The Contractor shall furnish the necessary ways, and all necessary means and conveniences for the transfer of the material to its proper place and for its erection. And it is also to be understood that the Company shall not be held responsible for the care or protection of any materials or parts of the work until its final acceptance.

92. Access to Works.

It is further agreed that the Engineer, or his authorized agent and assistants, shall at all times have access to the work during its

progress; and he shall be furnished with every reasonable facility for ascertaining that the work being done is in accordance with the requirements and intention of this contract.

93. Alterations.

Should it be found desirable by the Company to make alterations in the form or character of any of the work, the said Company may order such alterations to be made, defining them in writing and drawings, and they shall be made accordingly; provided, that in case such changes increase the cost of the work, the Contractor shall be fairly remunerated; and in case they shall diminish the cost of the work, proper deduction from the contract price shall be made; the amount to be paid or deducted to be decided by the Engineer.

94. Extra Work.

The Contractor hereby agrees that he will do such extra work as may be required by the Company for the proper construction or completion of the whole work herein contemplated; that he will make no claims for extra work unless it shall have been done in obedience to a written order from the said Company or their duly authorized agent; that all claims for extra work done in any month shall be filed in writing with the Engineer before the fifteenth of the following month; and that, failing to file such claims within the time required, all rights for pay for such extra work shall be forfeited. The price to be paid for all extra work done shall be its actual reasonable cost to the Contractor, as determined by the Engineer, plus fifteen per cent.

95. Appliances.

The Contractor is to use such appliances for the performance of all the operations connected with the work embraced under this contract as will secure a satisfactory quality of work and a rate of progress which, in the opinion of the Engineer, will secure the completion of the work within the time herein specified. If, at any time before the commencement or during the progress of the work, such appliances appear to the Engineer to be inefficient or inappropriate for securing the quality of the work required or the said rate of progress, he may order the Contractor to increase their efficiency or to improve their character, and the Contractor must conform to such order; but the failure of the Engineer to demand such increase of efficiency or improvement shall not relieve the Contractor from his obligation to secure the quality of work and the rate of progress established in these specifications.

96. Assignment.

The said Contractor further agrees that if the work to be done under this agreement shall be abandoned, or if this contract shall be assigned by the said Contractor otherwise than as herein specified, or if at any time the Engineer shall be of the opinion, and shall so certify in writing to the said Company, that the said work is unnecessarily or unreasonably delayed, or that the said Contractor is wilfully violating any of the conditions or agreements of this contract, or is not executing said contract in good faith, or is not making such progress in the

execution of the work as to indicate its completion within the required time, the said Company shall have the power and right to notify the said Contractor to discontinue all work, or any part thereof, under this contract; and thereupon the said Contractor shall discontinue said work, or such part thereof as said Company may designate; and the said Company shall thereupon have the power, by contract or otherwise, as it may determine, to employ such and so many persons, and to obtain such animals, carts, wagons, implements, and tools as the Company may deem necessary, to work at and be used to complete the work herein described, or such part thereof as the Company may deem necessary; and to use such implements, tools, and materials of every description as may be found upon the line of said work, both such as enter into the completed work and such as are necessarily used in and about the same in the course of construction, and to procure other materials for the completion of the same; and to charge the expense of said labor and materials, animals, carts, wagons, implements and tools to the said Contractor; and the expense so charged will be determined and paid by the said Company out of such moneys as may be either due, or may at any time thereafter become due, to the said Contractor, under and by virtue of this contract or any part thereof; and in case such expense is less than the sum which would have been payable under this contract if the same had been completed by said Contractor, then the said Contractor shall be entitled to receive the difference; and in case such expense shall exceed the sum which would have been payable under this contract if the same had been completed by the said Contractor, then the said Contractor shall pay the amount of such excess to the said Company, but such excess shall not exceed the amount owed by said Company under this contract, at the time said Contractor is notified to discontinue said work, or any part thereof, plus the amount of the bond executed by said Contractor for the performance of this contract.

97. Claims.

The said Contractor further agrees that the said Company may, if they deem it expedient to do so, retain out of any amounts due to the said Contractor sums sufficient to cover any unpaid claims of mechanics or laborers for work or labor performed under this contract; provided, that notice in writing of such claims, signed by the claimants, shall have been previously filed in the office of the Company.

98. Damages.

The said Contractor further agrees that he will indemnify and save harmless said Company from all claims against said Company, under chapter one hundred and ninety-one of the Public Statutes of Massachusetts, and any laws passed since the Public Statutes, with reference to liens on buildings and lands, for labor done and materials furnished under this contract, and shall furnish the said Company with satisfactory evidence, when called for by them, that all persons who have done work or furnished materials under this contract, for which the said Company may become

liable, and all claims from private corporations, or individuals, for damage of any kind caused by the construction of said work, have been fully paid or satisfactorily secured; and, in case such evidence is not furnished, an amount necessary and sufficient to meet the claims of the persons aforesaid shall be retained from any moneys due, or that may become due, the said Contractor under this contract, until the liabilities aforesaid shall be fully discharged or satisfactorily secured.

The said Contractor further agrees that he will indemnify and save harmless the said Company from all suits or actions, of every make and description, brought against the said Company for or on account of any injuries or damages received or sustained by any person or persons, by or from the said Contractor, his servants or agents, in the construction of said work, or by or in consequence of any negligence in guarding the same, or any improper materials used in its construction, or by or on account of any act or omission of the said Contractor or his agents; and the said Contractor further agrees that so much of the money due him under and by virtue of this agreement as shall be considered necessary by the said Engineer may be retained by the said Company until all such suits or claims for damages as aforesaid shall have been settled, and evidence to that effect furnished to the satisfaction of the said Engineer.

99. Prices.

And the said Contractor further agrees to receive the following prices as full compensation for furnishing all the materials, and for doing all the work contemplated and embraced in this agreement, except for doing such work and furnishing such material as may be specified as day work and included in Schedules A, B, C. Also, for all loss or damage arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen obstruction or difficulties which may be encountered in the prosecution of the same; and for all risks of every description connected with the work; also, for all expense incurred by or in consequence of the suspension or discontinuance of said work as herein specified, and for well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications, and the requirements of the Engineer under them.

The foregoing petition was entered on the thirty-first day of March, in the year of our Lord one thousand nine hundred, when the said petitioner filed its said plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.
Springfield, Mass. January 10, 1902.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Commonwealth of Massachusetts.

To the Honorable County Commissioners for the county of Hampden:-
The undersigned submit herewith plans and specifications for a dam which it desires to build with the approval of your honorable board on the Chicopee River about one-half mile below the site of its mill situate in the village of Three Rivers in Palmer in said county.

Otis Company,

By Gardner & Gardner, its attorneys.

S P E C I F I C A T I O N S

for building a Dam of masonry with earth wing, raceways and head gates for penstocks, wheel pits, Etc., in a power development on the Chicopee River at THREE RIVERS, Mass., for the Palmer Mill.

May 28, 1900.

SPECIFICATIONS of materials to be furnished and labor to be done in constructing the above described structures as shown by Drawings prepared therefor by Lockwood, Greene & Co., Mill Architects & Engineers, of Boston, Mass., as Agents for the aforesaid Palmer Mill, as owners.

D E S C R I P T I O N.

The work provided for by these plans and specifications comprise the preparation of the site and the construction complete of the aforesaid dam of masonry, with all connected structures; also the building in of such appurtenances as may be required or furnished by the owners, for the full development of the water power, and the setting of gates and feeders in walls, ready for extension to water wheels.

The masonry of these structures shall rest upon a solid ledge foundation, if such can be found at reasonable depth below river bed, and all necessary excavations shall be made to reach such foundations wherever required.

All materials of every kind are to be of the best quality for this class of construction, and all labor must be performed in the most thorough and workmanlike manner, and both to be to the satisfaction and approval throughout of the above named Engineers or of such person as may be appointed to superintend the work.

DRAWINGS, Etc.

All drawings are to be considered a part of these specifications, so that anything shown upon the one or described by the other, or fairly implied by either or both, shall be done the same as if shown upon or described by both.

The builder shall not make any alterations in the drawings or specifications, and should any discrepancies exist between them, or any errors be found in either, the Engineers shall be at once apprised, for the proper correction of same, and in no case shall the builder proceed with the work under uncertainty.

The drawings and specifications are to be used for this work only and must be returned at its completion to the Engineers, and the Contractor or builder shall be responsible to them for any loss or misuse of designs or specifications.

Otis Company, Petr.
for approval of Specifications and Plan of Dam on Chicopee River in Three Rivers, Palmer
16.

Book of Plans 3,
Page 37.

Further drawings and details required in explanation of the work will be provided by the Engineers, and they shall be equally binding upon the builder as the original ones.

LINES and LEVELS.

The owners will have the various lines and angles of the work defined by means of suitable targets or batters, with grades marked on them, before work is begun, and the Contractor must work ACCURATELY by the lines and targets thus defined, and these must be preserved during work and carefully checked as the construction proceeds.

SUPERVISION and CONTROL.

The Architects & Engineers, as Agents of the said Palmer Mill or any person appointed by them, shall have free access to all parts of said work or construction, at all times and places during the progress of the same, and shall have sufficient, safe and proper facilities afforded them for inspecting all and every part of the work or materials, and shall have the right to reject any and all materials or work not in accordance with the aforesaid plans and specifications, and cause satisfactory materials or work to be substituted therefor.

All materials, whether worked or unworked, so condemned as improper or unsound, or as in anyway failing to conform to the drawings, specifications, or requirements shall be removed at once.

The Contractor shall use due care to cover, protect and secure the work or materials from injury at all times during the erection and shall make good all loss or damage from neglecting so to do, and shall comply with all Town or City Ordinances relating to such work.

EXCAVATION.

All earth or rock excavation necessary for the proper uncovering and preparation of the foundation for the masonry, dam, or walls of the wheel pits and power house, as well as for race-ways, shall be done by the Contractor to the depth shown on plans or to such lower levels as the nature of the material may make necessary in order to secure a solid bearing for all masonry. The disposition of all material excavated is defined under Filling.

BLASTING.

Blasting is expected necessary for wheel pits and raceway to bring the surface of the ledge down to the grade shown for the bottom of same, and the surface shall be left sufficiently smooth for the purposes intended, and where required shall be made perfectly smooth with a layer of concrete mixed as specified for concrete cut-off under dam.

Wherever the natural surface of ledge under walls is smooth, pins shall be set or trenches shall be blasted into it for a bonding of the masonry with the ledge.

For tail-races the ledge shall be blasted and cleared out to a good surface over the entire area to the depth shown or to at least four to six feet below the regular level of water, depending on width of raceway, at the low water stage of the river. The final depths and extent of this excavation to be determined by the Engineers as the work proceeds,

who will be governed by the conditions then found .

No ledge thus blasted out shall be used in masonry work except by permission of Engineers after a full inspection of the rock proposed to be used; this is required to the end that no shattered or unsound rock shall be used in walls or construction work.

The disposition of waste rock is defined under "Filling".

MASONRY.

The stone masonry of dam and walls shall be of the description generally known as random rubble, and it must be laid in the best and most workmanlike manner.

The faces of all walls must be laid with large, well selected stone, with bottom beds of good surface their entire area, and with good and substantial builds.

All face stone must be laid on their natural, or quarry bed, in full and swimming beds of mortar, and break joints throughout the work with bonding. Stones to have beds not less than $1\frac{1}{2}$ times their build, or vertical height.

At least 25% of the face stones must be laid as headers, that is, with the longest dimension across the walls, and shall not be less than $1\frac{1}{3}$ times the width of face stones bonded by them. These face stones must be laid so that the joints shall be at as nearly right angles as possible to the face lines of the wall, and special care used that the joints are as small as possible. All face stone must be laid true and full to the established face lines of the wall as shown on plans. Only strong, sound stock will be allowed used.

All stones when laid must be thoroughly clean and wet. The walls of wheel pits and power house need not be "water tight" and shall be laid with mortar throughout in a strong and careful manner, and capable of sustaining the loads or pressure that may come upon them, but are not necessarily to prevent any passage of water as this is not important. The outer faces of such walls to have the joints cleaned out and repointed in similar manner as specified for dam.

The foundation courses of all walls shall not be laid until the foundation bed has been thoroughly inspected and approved by the Engineer in charge. In preparing this bed all seamy and poor rock must be removed so as to provide a sound and firm rock to build upon, and this must be thoroughly swept, washed and cleaned of all dirt and other foreign matter before starting masonry thereon. An irregular surface of ledge is preferred to a smooth one, and when the latter occurs trenches must be cut or pins set to prevent sliding of walls.

WATER TIGHT WALLS.

All of the dam and the head wall shall be water tight. Special care shall be taken in bedding walls on ledge.

For these water tight walls these specifications contemplate the laying of grouted masonry. The outer or face courses of these walls to be laid in mortar and when set all joints on both faces to be raked out and repointed with mortar of one part Portland cement to one part of

sand; this to be done after grouting of interior wall is done .

The interior portion or body of these walls to be carefully built with proper stone laid without mortar, well pinned, and all spaces closely filled with spawls, but no chips or dirt to be allowed to choke crevices. Every portion of the wall to be then thoroughly flushed and grouted with cement grout until every joint and crevice in the wall is filled therewith. This shall be done in courses not exceeding 28 inches in height but no levelling of wall for courses to be made but an irregular surface left for ensuring a thorough bonding.

The vacancies between the larger stones on the interior of the wall where grouting is impracticable, must be filled with mortar, before any spawls or small stones are inserted, and then suitable stones or spawls rammed in, the object being to make the wall perfectly solid and water tight and leave no spaces that are not filled with compact mortar. Or, under certain conditions, if approved by the Engineers, such spaces can be filled with concrete composed of one part cement, two of sand, and five of broken rock - the broken rock to have no dimension greater than two inches, all thoroughly rammed into place.

No stone with a concave bed, or of such nature that a firm or even bearing is not secured, or that spaces be unfilled with mortar when laid can be used anywhere throughout the work.

BLOCK STONE or COURSED MASONRY.

This class of masonry is required only in narrow piers on top of dam for flash boards and on the down stream face of the main dam. In the latter it is desired to have stones split or selected from rubble stock, which shall give a uniform depth for each course on face; to have all joints broken for good face lines and split or coarse pointed for bed and build to lay with $1/2$ " joints, but no fine dressing of beds or faces is required. In all other respects to be laid in same manner as specified for water tight walls.

In narrow piers, or when a single stone makes a course across wall, beds and builds must be pointed off to admit of laying with $1/2$ " joints.

All coursed stone and all other stone when so directed by the Engineers, to be fitted, placed and pinned, then lifted and properly re-laid in a swimming bed of mortar. Joints to be repointed and lined up by a straight edge.

COPING or CAP STONES.

No dimension stone are required, as coping for any of the walls, except the main dam. It is required, however, that a good selection be made from the rubble stock, of large and regular stones having an even surface, and which may be broken to give a straight face line, for setting as a capping course on top of walls. These stones to be not less than 12" thick and set so as to make joints as small as possible and all joints be filled uniformly with surface with similar mortar to that used in pointing side faces of walls.

Special care to be used in capping course for roadway of the dam.

The stones here to be set to bring a high point on the line of the flashboards and to be dressed on this line for a tight joint.

The coping stones for the roadway of the dam shall be not less than 15" thick, nor less than 3 feet wide, and shall cover the entire width of crest by single stones. They shall be set by the detail to be furnished by the Engineers, so as to fit with the flashboards, for which a detail will also be made.

This coping shall be rough pointed on all faces for laying with 1/2 " joints, and such pins and dowels used, as called for by the details.

BRICK MASONRY.

No brick masonry is required in this work except as arching around penstocks, and for piers or in similar work. Use only sound, hard-burned brick for all of this work; bricks to be kept thoroughly wet as laid, unless it be in freezing weather, when they must be housed and kept free from frost.

Brickwork to be laid close in cement mortar only, thoroughly bonded, and all joints must be completely filled as each course is laid, and every space flushed or grouted solidly full before another course is laid. Arches to be laid as rowlock courses.

MORTAR AND CEMENT.

All mortar in stone or brick masonry to be made entirely of Portland or hydraulic cement, and sand mixed in measured volumes in the proportions herein described. The cement and sand shall be mixed dry until by repeated turnings it becomes uniform in color and mixture; the proper amount of water shall then be added and the whole carefully and thoroughly mixed and tempered for its use. Mortar shall be prepared in proper boxes sufficiently large to permit the easy working of the ingredients in batches sufficiently for the work in hand. No mortar shall be mixed in advance of its immediate use, and none shall be used which has been mixed for a period of over two hours, or which has already required a set. All poor or condemned mortar shall be immediately shoveled out of the boxes and wasted, and no cement shall be used or retained on the premises unless it shows satisfactory results under a test and is fully approved by the Engineers. Samples of the cement intended for use shall be sent to the Engineers' office for testing, and none shipped to the work until their consent to its use has been secured.

The cement used must be of the best brand and for Portland cement shall be of the Atlas brand; if Atlas cement is not obtainable then the Star brand or the Alsen brand of German cement may be taken as an equivalent, but no substitutes shall be used except when either of the above is not obtainable, and then only after the strictest inspection and test by the Engineer in charge of construction, who shall also determine the proportions of sand to use therewith. Where natural hydraulic cement is permissible the Hoffman brand of Rosendale or F. O. Norton's, or their equivalent shall be used.

The sand used must be clean, coarse and sharp, and to be screened

and washed if required by the Engineers; any lot which may have been condemned must be immediately removed or wasted and only such used as is fully approved.

The mortar used for laying faces of heavy water tight walls, which are to be grouted, or in other like work, to be composed of one part of Portland cement to three parts of sand in measured volumes. This to be the standard cement on the work for all walls. Wherever so ordered by the engineers this specified proportion of sand shall be reduced for any or all of the work.

Mortar used for pointing joints in these walls to be mixed in the proportions of one of cement to one of sand, if dampness or other conditions require it, otherwise mixed as above.

Mortar used in walls not designated as water tight may be composed as above, or if natural hydraulic cements are selected for these walls, the proportion may be one of cement to two and a half of sand, all in measured volumes.

The grout used for flushing interior of water tight walls shall be composed of one part Portland cement to not more than two parts of sand, mixed with a superabundance of water to insure the perfect flowing of the grout into every crevice in the walls; the mixing to be done in two boxes used alternately so that the dry mortar may be prepared in one while the grout is being run from the other into the wall. Special and continuous care must be used to mix and keep the grout in every box, stirring with hoes, from bottom to top, just before and throughout the time that a box full is being discharged into the pocket in the wall. No sluice in any box shall be opened until the grout in it is in a complete agitation and when opened the discharge must be continuous. All excess of water must be made to flow off by a succession of boxes until the part of wall to be grouted is entirely flushed with the mortar.

WETTING MASONRY.

All of the newly laid masonry shall be kept moist, by sprinkling, in dry and hot weather, at regular intervals while setting, for a period of at least ten days after it is laid, or for such longer time as the inspectors may direct, until all danger of cracking or over-drying of mortar is passed.

FILLING and PAVING.

The ledge in bottom of excavation shall be exposed and cleaned for a width of at least ten feet on each side, and all cracks or seams filled with cement or concrete to guard against leakage down through ledge. As a further protection a bed of heavy clay and gravel puddle shall be laid over this whole section as uncovered for a depth of 1 1/2 to 2 feet as conditions justify or as shown on plans, and this shall be thoroughly compacted. On this puddle shall be spread any waste earth or rock derived from excavations, if so directed.

The area excavated between shore wall and bank to be filled with puddled gravel or earth as the work proceeds, but no wood or vegetable matter to be used there, up to the level of top of this wall.

WASTE GATE.

Build a sluice at bottom of dam and set in this an iron waste gate with proper lifting gear, as shall be provided or furnish a set such as shall be detailed hereafter.

FEEDERS, HEAD GATES AND ROCKS.

Four penstocks are to be built into head wall of canal as shown on plans. These to be thoroughly bedded and built in so as to be water tight and left just outside of head wall, ready for future connections.

Construct and set proper gates and frames over upper end of each of these feeders in accordance with detail drawings, and arrange all necessary operating devices.

Build timber platform and frame for iron rack and arrange piers and sill for same, and set rack in place when furnished by the owners.

FLASHBOARDS.

At proper intervals along top of rollway, set iron standards for holding flashboards and construct a plank walk or light foot bridge, in connection with same across rollway also furnish a suitable set of flashboards in two or three courses each 12" high, as directed, and in uniform lengths, fitted and arranged for convenient handling as occasion for use occurs, all as per details to be furnished at proper time.

MANAGEMENT OF WATER.

The Contractor shall build coffer dams or dikes for enclosing any parts of the site for proper construction of the work, and shall provide pump for and remove from these areas all water, so that the bed for all foundations may be cleaned and dry while all construction work thereon is in progress, and until such time thereafter as may be required for setting of cements or as shall be decided necessary by the Engineer in charge.

The walls shall be protected at all times against wash by rains or other source of injury.

After the bed has been thoroughly cleaned if found necessary irregular channels shall be excavated, and thoroughly filled with concrete as specified for concrete, so as to make a water cut-off under base of dam as shown on Sheet #2.

If it becomes necessary to excavate for the bed of the main dam to a greater depth than shown on section of dam, Sheet #2, the width of the base shall be increased according to the depth found, so that the stability of the dam shall not be endangered thereby, nor the factor of safety reduced. Soundings shall be made as soon as the necessary coffer dam can be constructed for the work, and the engineers will then determine the exact depth of base of dam, and the required additional width, if it becomes necessary to start at lower level than shown.

APRON.

At the lower toe of dam construct an apron of granite, using a bed of concrete 12" thick, if the conditions found render it more suitable for the purpose than if made entirely of stone. This apron to extend not less than 30 feet from toe of dam, and be finished with surface at

the lower edge level with the bed of the river. The upper end to start from the footing course of the toe of dam, and all stones to be properly bedded and dowelled together, and all joints thoroughly and solidly filled with Portland cement mortar, well tamped into the joints.

EARTH BED.

Should it be found upon examination that any portion of the dam must of necessity start from an earth bed, the engineers will provide a detail of the method of laying the footing stones, so that the security of the dam shall in no manner be endangered by the change from rock foundation to earth support, and this detail shall be strictly followed by the contractor in the execution of the work.

EARTH WING.

At the northerly end of the main dam, and connected to the shore abutment of same, a wing dam of earth shall be built, as shown on Sheet #1. The entire body of this embankment is on higher ground than the crest of the dam, though the inner slope will extend beneath the surface of the water. At ordinary stages of the river this wing cannot act as a dam but at high water it will serve as a dike to prevent the passage of the water around the northerly end of abutment.

The bed upon which this embankment rests shall be thoroughly cleaned, and grubbed, removing all loam, vegetable matter, stumps and roots, leaving nothing but the solid natural undisturbed earth, upon which to build the embankment.

This embankment shall be built of gravel or other suitable material, approved by the Engineers. It shall be spread in layers of not over 6" in thickness, and each layer thoroughly tamped or puddled. Along the centre of the embankment shall be a wall composed of a mixture of clay and gravel well puddled, or of stone laid in cement mortar, as shall best answer the conditions found, so that the entire wing shall be thoroughly water tight, and a sure protection against the overflow of the river around the abutment of dam. The inner face of the embankment shall have a slope of 2 to 1 and where subject to scour from the current of the water shall be thoroughly protected by a covering of riprap, slope wall or paving. All exposed parts of the embankment not so protected, shall be covered with loam and seeded.

ADDITIONAL DETAILS, etc.,

The above specifications are intended to secure thoroughly good work, well adapted to its proposed purposes, for each of the classes called for by these specifications, and the omission from the above specifications of any clause necessary to express such intention shall not preclude the Engineers from enforcing any such omitted necessary requirement. And any doubt as to the meaning of this contract or of these specifications will be explained by the Engineers as well as all directions and explanations required to complete any of the provisions of the same and give them due effect, and in case of dispute, their written decision as to the meaning of any particular clause of this agree-

ment shall be binding and conclusive between the several parties thereto.

On the completion of the work, and before the final payment is made, all debris and refuse material, temporary sheds and and buildings, etc. shall be removed from the site of the work and the work left in a condition acceptable to the Engineers.

LIST OF PLANS.

1. Map of Dam and Power House.
2. Section of Dam.

The foregoing petition was entered on the seventh day of June, in the year of our Lord one thousand nine hundred, when the said petitioners filed their said plans and specifications of their proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded. Springfield, Mass. March 26th, 1902.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable County Commissioners for the County of Hampden:-

Your petitioners Cooper S. Robeson of East Longmeadow, Orra E. Rich of Springfield, and Arthur Bordeaux of Chicopee, all in the said county of Hampden, respectfully represent as follows:-

Said Robeson as sole owner, and said Rich and said Bordeaux as owners in common, are seized in fee and possessed of adjoining parcels of real estate situated in said East Longmeadow on the southwesterly side of the road from said Springfield to said East Longmeadow a short distance southeasterly from the point where said road is crossed by the track of the New York and New England Railroad. Said railroad when originally laid out took portions of said two parcels and laid out their railroad track thereon. Thus the said parcels were cut in two, leaving the larger portion of each parcel cut off from all access to any highway, and the said portions so cut off are of great value, each measuring several acres.

One J. J. Girard, supposed by your petitioners to be of said East Longmeadow, is seized in fee and possessed of land adjoining the parcel of the said Bordeaux and Rich to the northwest and said Girard's land extends for a few rods along said railroad and thence along the highway.

In the year 1896 the petitioner Robeson and one Carl Battige, who then owned the parcel now owned by the said Bordeaux and Rich, petitioned this Honorable Board for the location of a private way over said

Cooper S. Robeson et
als. Petrs. for
private way in East
Longmeadow.

26.

Plan attached to
Petition.

Girard's land and the land then of the said Battige, and such location was made substantially as represented by a plan annexed hereto and made a part hereof and marked plan A.

Since the said location of said private way, steps have been taken by the proper authorities to separate the grades of the said road and said railroad, and that has made necessary the taking of certain land from the said Girard adjoining the said highway at the point where the existing right of way reaches the highway. When the work of separating said grades which is now in progress shall be completed, there will be at the point where the said private way meets the highway a steep embankment, thus making it impracticable for teams to pass from the highway over the said private way as at present laid out.

A plan hereto annexed marked plan B. is a substantial representation of the plan filed in the office of the clerk of this Honorable Board showing the land taken by the said commissioners for the purpose of carrying out the said separation of grades. Lot number five (5) on this plan includes part of the land over which the existing private way was laid out.

WHEREFORE your petitioners pray that your Honorable Board will take proper steps to lay out and have established a private way, and alter the existing aforementioned private way, so that there will be laid out and established a private way one rod wide beginning at the dividing line between the parcels of said Robeson and said Bordeaux and Rich on the westerly side of said railroad at the point where the existing private way begins, and running thence along the westerly side of the location of said railroad over the land over which the existing private way is located to the land designated as lot number five (5) on plan B. annexed hereto; thence along the southwesterly line of said lot number five (5) in a northwesterly direction one rod wide to the highway.

Cooper S. Robeson

Orra E. Rich

Arthur Bordeaux

By their attorney,

Charles H. Beckwith

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and one, and was continued to this meeting, and due proceedings having been had thereon, the county Commissioners file the following location report:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, January 1st, 1902.

On the petition of Cooper S. Robeson and others, praying for a private way in East Longmeadow.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County

Commissioners did on the seventh day of December, A.D. 1901, view said private way and hear all parties interested, and said hearing was adjourned from time to time to the thirty-first day of December 1901, when said County Commissioners did adjudge that common convenience and necessity required that said private way should be laid out. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out said private way in the manner following:-

Commencing at an angle in the south line of the land taken by decree of special commission of January 14th, 1901, plan in book No. 2, page 104, said angle being one hundred and ten (110) feet westerly of the southwesterly location of the railroad measured northwesterly on the line of said land formerly taken; thence southeasterly in a direct line about two hundred and five (205) feet to the north corner boundary between land of J. J. Girard and Arthur Bordeaux, on the northwesterly side of a right of way and sixteen and one-half (16 1/2) feet distant from the southwesterly location of said railroad measured at right angles to said location; thence northwesterly along the westerly side of said right of way about one hundred and thirty-two (132) feet to the westerly side of the location taken by said former decree of January 14th, 1901; thence northwesterly along line of said decree about eighty-(80) feet to the place of beginning, containing about two thousand two hundred and sixty-five (2265) square feet of land.

And said Commissioners having heard the proprietors of said lands, by themselves, or their agents on the subject of damages, by them sustained by reason of laying out said private way, have estimated the same as follows, to wit:-

To J. J. Girard, \$ 20.

To be paid to him by the petitioners, Cooper S. Robeson, Orra E. Rich and Arthur Bordeaux, when the land over which the private way is located shall have been entered upon and possession taken for the purpose of constructing said private way.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Hampden, ss. County Commissioners' Meeting, January 1st, 1902.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded, that the said road may be known as a private way forever.

Attest:- ROBERT O. MORRIS, Clerk.

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 24, 1901.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Auditors and Special Masters in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the general fund the sum of seven hundred and twenty dollars (\$ 720.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

James Lynch
released from Truant
School on parole.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, Dec. 24th, 1901.

To all persons to whom these presents shall come: GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of James Lynch of Holyoke, in said county, a child committed to the Hampden County Truant School, by the Police Court of the city of Holyoke, to be at liberty,-

It is now ordered that the said James Lynch be permitted to go on his parole during the remainder of his said sentence.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 31, 1901.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for Auditors, Masters and Referees in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the general fund the sum of one hundred and thirty-five dollars (\$ 135.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

December Meeting 1901

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 31st, 1901.

In the matter of the petition of Jason Butler et als. for relocation of portion of Boston Road in Wilbraham.

It now appearing that in the report of the location on the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to estate of W. L. Collins instead of to Mrs. Emeline C. H. Collins, executrix of the estate of W. L. Collins,- we therefore amend our said report by striking out the words "estate of W. L. Collins" and substituting the name of "Mrs. Emeline C. H. Collins, executrix of the estate of W. L. Collins."

J. M. Sickman }
W. H. Brainerd } County
J. H. Hendrick } Commissioners.

Jason Butler et als.
Petr. for relocation
of portion of "Boston
Road" Wilbraham.

24.

Amendment.

The Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, January 1st, 1902.

VOTED: That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding thirty thousand dollars (\$ 30,000.) and to make, execute and deliver a note or notes to that amount, payable on demand, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum.

W. H. Brainerd }
J. H. Hendrick } County
J. M. Sickman } Commissioners.

County Treasurer
authorized to borrow
in anticipation of
County Tax.

All votes and decisions of the County Commissioners during the calendar year 1901 were unanimous.

Votes and Decisions
Unanimous.

County Estimate.

Estimate by the County Commissioners of the County of Hampden of the Receipts and Expenditures of said county for the year ending Dec. 31, 1902. Also, Statement showing the unappropriated balance in the County Treasury at the closing of the Treasurer's books for the year 1901.

ESTIMATED RECEIPTS.

1. Interest,	1,500.00
2. Clerk of courts and registers of deeds,	11,000.00
4. Jails and houses of correction,	6,000.00
5. Fines, costs and fees,	4,000.00
7. Truant schools,	2,000.00
8. Miscellaneous,	500.00
	<u>25,000.00</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the treasurer's books for the year 1901,	\$ 56,781.49
(a) Less special appropriation,	\$
(b) Less money held for dog account,	10,768.05
	10,768.05
Deduct total amounts (a) and (b)	<u>45,013.44</u>
Net balance in Treasury, unappropriated,	45,013.44
Total estimated receipts as shown above,	<u>25,000.00</u>
Estimated total amount available for the year,	<u>\$ 70,013.44</u>

I T E M S.

Estimated Expenditures for 1902.

1. Interest on county debt,	10,000.
2. Reduction of county debt,	35,000.
3. Salaries of county officers and assistants, fixed by law,	13,500.
4. Clerical assistance in county offices,	12,500.
5. Salaries and expenses, district and police courts,	22,000.
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	26,000.
7. Criminal costs in superior court,	5,000.
8. Civil expenses in supreme and superior courts,	21,000.
10. Transportation expenses of county and associate commissioners,	300.
11. Medical examiners, inquests and care of the insane,	5,500.
12. Auditors, masters and referees,	5,000.
14. Repairing, furnishing and improving county buildings,	8,000.
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10,000.
16. Highways, bridges and land damages,	14,000.
17. Law libraries,	2,500.
18. Truant schools,	6,500.
19. Miscellaneous and contingent expenses,	5,000.
Total,	<u>201,800.</u>

I T E M S.	Appropriation for 1901.	Expenditures in 1901.
1. Interest on county debt,	10,500.	10,562.17
2. Reduction of county debt,	35,000..	25,000.
3. Salaries of county officers and assistants fixed by law,	13,500.	13,444.
4. Clerical assistance in county offices,	15,000.	11,158.30
5. Salaries and expenses, district and police courts,	23,000.	20,014.23
6. Salaries of jailers, masters and assist- ants, and support of prisoners in jails and houses of correction,	26,000.	24,463.48
7. Criminal costs in superior court,	5,500.	3,209.93
8. Civil expenses in supreme and superior courts,	20,000.	19,098.77
10. Transportation expenses of county and associate commissioners,	300.	155.78
11. Medical examiners, inquests and care of the insane,	5,000.	4,650.94
12. Auditors, masters and referees,	2,500.	4,325.21
14. Repairing, furnishing and improving county buildings,	12,000.	5,983.33
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	9,500.	9,408.02
16. Highways, bridges and land damages,	14,200.	2,800.36
17. Law libraries,	2,500.	2,498.92
18. Truant schools,	6,000.	5,657.29
19. Miscellaneous and contingent expenses,	5,000.	3,224.21
Total,	205,500.	165,654.94

I T E M S.	Due and unpaid in 1901.
2. Reduction of county debt,	10,000.
7. Criminal costs in superior court,	30.
16. Highways, bridges and land damages,	15,940.61
Total,	25,970.61

W. H. BRAINERD, Chairman.

The fifth annual report of the County Commissioners, made under the provisions of chapter 153 of the statutes of 1897, referring the tax payers to the County Treasurer's report for specific details.

We have taken action as follows, upon the petitions which were pending January 1st, 1901:-

On the petition of the Selectmen of Agawam, we have relocated a highway in Agawam, beginning southerly of Still Brook on West street, thence northerly along said street to Southwick street, thence along Southwick and Suffield streets to Agawam Bridge. And we have awarded damages to E. M. Wright in the sum of \$ 50. and to Rosanna Dunn \$ 40. to be paid to them out of the county treasury, and have ordered said

Annual Report of
County Commissioners
for the year 1901.

Including Appraisal
of county property.

relocation to be completed on or before October 1st, 1901.

A hearing has been had on the petition of the Mayor and Aldermen of Springfield, petitioners for extension of Water street.

We have relocated that portion of the Boston road in the town of Wilbraham, from near the house lot of W. L. Collins to near the house of Bernard Lynch, Jason Butler and others having petitioned therefor; and land damages were awarded and ordered to be paid by the town of Wilbraham as follows:- Estate of W. L. Collins \$ 105., Charles Fuller \$ 20., Augustus Friend \$ 50. The sum of \$ 175. is to be paid by the county to the said town of Wilbraham, when it shall be made to appear to the County Commissioners that all land damages costs and expenses have been fully adjusted and paid by said town.

On the petition of the Selectmen of Agawam for the repair of Bridge street in Agawam, we ordered the towns of Agawam and West Springfield to make specific repairs, consisting of a two span deck bridge; said repairs to be completed on or before October 1st, 1901.

The following petitions were entered during the present year.

On the petition of the Mayor and Aldermen of the city of Holyoke that a highway be laid out across the spur tracks of the Connecticut River Railroad Company, leased to the Boston and Maine Railroad, at the same level and grade therewith, where the spur tracks of said Company cross the extension of Jackson street on the easterly and westerly sides of the second level canal, in said Holyoke and of a spur track of the Holyoke and Westfield Railroad, leased to the New Haven and Northampton Railroad and by it leased to the New York, New Haven and Hartford Railroad, on the westerly side of the said level canal on Jackson street; we decreed that said City of Holyoke be specially authorized to lay out said way and to construct a bridge across said canal.

The petition of the Selectmen of East Longmeadow for alteration and relocation of the highway leading from Springfield to East Longmeadow, from near the house of C. G. Thompson to a point north of Robeson's crossing, was dismissed without costs.

H. A. Lakin and others have petitioned for a relocation of portion of the Old Mountain Road in Russell, and we have viewed the premises and heard the parties.

The Selectmen of Chester and others filed a petition setting forth that by reason of the breaking of the reservoir of water in the town of Middlefield, the town of Chester has suffered great loss and damage in its roads and bridges and praying for alterations and specific repairs, we have heard the parties and viewed the premises.

On the petition of Jason Butler and others, we have relocated a portion of the Boston Road in Wilbraham, beginning at the northwesterly corner of the home lot of the late W. L. Collins and running south to a stone monument west of the westerly line of the Hollister property. Damages were awarded as follows, to be paid out of the County Treasury. Mrs. Hollister, forty-five dollars, and to estate of W. L. Collins, twenty dollars.

The Mayor and Aldermen of Springfield petitioned for the alteration of Warner street crossing, and after a hearing, we adjudged and determined that it was necessary for the security and convenience of the public that the prayer of said petition be granted, and we have prescribed the manner and limits within which such alteration shall be made.

We have located a private way in East Longmeadow, on the petition of Cooper S. Robeson and others.

The highway in Wilbraham located upon the petition of H. C. Burr and others, having been found to be well made, constructed and completed, according to the order of the Commissioners thereon, we have accepted the same.

Land damages were ordered paid by the county in the sum of two hundred and thirty-five dollars.

In all cases where highways were located, the expense of construction were ordered to be paid by the town in which they were located.

No suits have been brought against the county during the past year. No highways or parts of highways have been laid out by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission. For the cost and construction of state highways in this county, reference may be had to the following tables.

Amount expended for repairs and maintenance of State Highways.

Hampden County, Dec. 1, 1901.

Town, City.	Expended, 1896-1900.	Expended, 1901.	Total.
Brimfield,	325.21	127.30	452.51
Chester,	128.79	216.42	345.21
Chicopee,	845.66	497.79	1,343.45
Monson,	540.40	95.22	635.62
Palmer,	5.25	138.30	143.55
Russell,	2,955.27	938.83	3,894.10
Westfield,	2,069.36	355.23	2,424.59
West Springfield,	665.10	181.23	846.33
Wilbraham,	729.22	34.06	763.28
Total,	8,264.26	2,584.38	10,848.64

HAMPDEN COUNTY

Showing lengths laid out, lengths constructed, and amounts expended to Dec. 1, 1901.

Town - City.	Lengths laid out in feet.			Lengths constructed in feet.		
	1894-1900	1901	Total	1894-1900	1901	Total
Brimfield	12345	*6309	18654	12345		12345
Chester	3472	2578	6050	3472	2578	6050
Chicopee	4817		4817	4817		4817
Monson	4933	529	5462	4933	429	5362
Palmer	8350	4916	13266	8350	4916	13166
Russell	35189		35189	35189		35189
Wales		*5493	5493			
Westfield	21593	4334	25927	21593	4334	25927
West Springfield	8054		8054	8054		8054
Wilbraham	10138	4614	14752	10138	1161	11299
Total (feet)	108891	28773	137664	108891	13318	122209
Total (miles)	20.62	5.45	26.07	20.62	2.52	23.14

* Partially graded.

Town - City.	EXPENDED. \$		Total.
	1894- 1900.	1901.	
Brimfield	15,245.03	567.36	15,812.39
Chester	7,065.27	4,865.30	11,930.57
Chicopee	16,476.80		16,476.80
Monson	7,617.31	1,063.55	8,680.86
Palmer	13,124.75	9,763.49	22,888.24
Russell	84,345.21		84,345.21
Wales		493.13	493.13
Westfield	32,205.86	5,027.70	37,233.56
West Springfield	11,323.70		11,323.70
Wilbraham	18,308.78	1,551.15	19,859.93
Total (feet)	205,712.71	23,331.68	229,044.39

§ Exclusive of repairs and maintenance.

No payment was made to the Commonwealth during the year 1901, on account of the construction of state highways. The whole amount that has been so repaid to the Commonwealth is \$ 30,541.62, and the sum of \$ 15,815.95 is due from the county to the Commonwealth.

The sum of \$ 5,983.33 was expended upon the several county buildings for repairs and furnishings during the year 1901, \$ 4,024.53 of which was for repairs done by day work.

The appropriation of \$ 10,500. for interest on the county debt was not sufficient, and \$ 62.17 was transferred from the unexpended balance in the treasury. The appropriation of \$ 2,500. for Auditors, Masters and Referees was not sufficient, and the sum of \$ 1,825.21 was transferred from the unexpended balance in the treasury.

The following are the salaries of county officials prescribed by law:-

Sheriff,	\$ 1,500.	County Treasurer,	\$ 1,800.
Clerk of Courts,	3,500.	Register of Deeds,	2,800.
Assistant Clerk,	1,300.	County Commissioners,	2,500.

The following are the salaries of county officials not prescribed by law:-

At the Court House:-

Messenger,	\$ 1,200.	Engineer,	\$ 1,200.
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At the Jail:-

Jailer,	\$ 1,000.	Watchman,	\$ 624.
Turnkey,	960.	Engineer,	1,020.
Assistant Turnkey,	780.	Steward,	660.
First Keeper,	780.	Shop Foreman,	840.
Second Keeper,	780.	Matron,	240.
Third Keeper,	780.	Physician,	300.
Fourth Keeper,	624.	Chaplains,	300.
Watchman,	624.	Instructor of Industries,	1,296.

At the Truant School:-

Superintendent,	\$ 1,200.	Teacher,	\$ 480.
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The following is a list of the assets of the county of Hampden, December 31st, 1901.

Court House building,	\$ 200,000.
Court House lot,	66,000.
Law Library,	22,000.
Furniture and other property, Court House,	20,000.
Jail and House of Correction buildings,	255,000.
Jail and House of Correction lot,	25,000.

Furniture and other property, Jail and House of Correction,	\$ 10,000.
Truant School buildings,	13,000.
Truant School lot,	7,000.
Furniture and other property, Truant School,	3,000.
Sinking Fund, Hampden County,	82,519.04

The following is a statement of the funded debt of the county:-

Note to Springfield Institution for Savings, due	
January 1st, 1902,	\$ 10,000.
Note to Springfield Institution for Savings, due	
January 1st, 1903,	10,000.
Bonds payable to bearer, due August 1, 1905,	200,000.

Of the money received on the above notes, \$ 20,000. was used for construction of Court House, and \$ 200,000. was used for construction of Jail and House of Correction.

The following is a statement of the expenses thus far incurred on account of a bridge over the Connecticut River between Springfield and West Springfield, under the provisions of chapter 458 statutes 1900 and chapter 421 statutes 1901.

Received of Springfield Safe Deposit and Trust Co., loan	\$ 2,000.
Paid Bridge Commissioners,	\$ 1,570.19
" for Engineer's Plan,	18.50
" for advertising hearings of Commissioners	61.43
	1,650.12
Balance on deposit,	349.88
	2,000.

J. M. Sickman	} County Commissioners.
W. H. Brainerd	
J. H. Hendrick	

The Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, February 7th, 1902.

County Treasurer

authorized to borrow
in anticipation of
County Tax.

VOTED:- That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding one hundred thousand dollars (\$ 100,000.) and to make, execute, and deliver a note or notes to that amount, payable November 5th, 1902, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum.

W. H. Brainerd	} County Commissioners.
J. H. Hendrick	
J. M. Sickman	

Order to pay State
Treasurer on State
Highway account.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, March 5th, 1902.
VOTED, that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account the amount of the assessment for the year 1899, being the sum of ten thousand four hundred and thirty-one dollars and sixty-six cents, (\$ 10,431.66) together with accrued interest.

W. H. Brainerd }
J. H. Hendrick } County
J. M. Sickman } Commissioners.

Order for payment of
\$ 175. to Wilbraham

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, March 5th, 1902.
In the matter of the petition of Jason Butler et als. for relocation of highway in the town of Wilbraham.
It having been made to appear to the said County Commissioners that all land damages, costs and expenses have been fully adjusted and paid by said town,
It is ORDERED, that the sum of one hundred and seventy-five dollars be paid from the County Treasury to the said town of Wilbraham.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

Selectmen of West-
field, Petrs. for
appointment of Com-
missioners, Elm St.

Commonwealth of Massachusetts.

Hampden, ss. Superior Court in Equity.
The Selectmen of the town of Westfield, petitioners for the alteration of certain railroad crossings in the town of Westfield.

Decision and Decree.

Whereas in the above entitled matter we, John B. O'Donnell, E. K. Turner and Thos. W. Proctor, were appointed a Commission under the provisions of chapter 455 of the acts and resolves of said Commonwealth in the year 1900 as appears by our commission.

And whereas due notice of a public hearing before us on the subject matter of said petition was given to the Commonwealth of Massachusetts, the town of Westfield, the New Haven and Northampton Company, leased by the New York, New Haven and Hartford Railroad Company, the New York, New Haven and Hartford Railroad Company, and all persons interested, as will appear by the acceptance and return on said notice herewith returned.

And whereas on Friday the 18th day of October, 1901, at the district court room in Westfield, the time and place specified in said notice of a hearing before the Commissioners, the petitioners appeared by A. S. Kneil, Esq., their attorney the New Haven and Northampton Company and

Book of Plans 3,
Page 23.

the New York, New Haven and Hartford Railroad Company by W. T. Spencer, Division Engineer, also citizens interested.

And whereas a hearing was then had and a view of the bridge and its approaches was taken, with the parties appearing.

And whereas said hearing was continued and adjourned from time to time to this day.

Now, Therefore, having heard all persons who appeared and asked to be heard, and having considered all the evidence and arguments submitted to us, all parties by their attorneys having approved, we prescribe that the bridge over Elm street in the town of Westfield, owned by the New Haven and Northampton Company and leased to the New York, New Haven and Hartford Railroad Company shall be raised two feet higher than the present height of said bridge above said street, and that the grades of Elm street shall remain as at present.

And we determine and prescribe that alterations shall be made in the tracks, road, bridges or property of said companies and the general method of construction, as follows:

The two tracks on said bridge over Elm street shall be raised two feet higher than they are now. The grade of said tracks shall continue level for fifty (50) feet southerly from said bridge, thence shall descend southerly with a gradient of one hundred and seven one thousandths (.107) of a foot per one hundred (100) feet, meeting the present grade of the tracks at the northerly side of Chapel street bridge. The gradient of said tracks shall continue level for fifty (50) feet northerly from said Elm street bridge, thence shall descend northerly with a gradient of seven hundred and fifty-seven one thousandths (.757) of a foot per one hundred (100) feet, meeting the present grade of tracks one hundred and fifty (150) feet southerly from the iron bridge across Westfield River.

The bridge over Orange street may be raised to conform to the new grade of tracks on said bridge.

The side track to the Chicago Dressed Beef Company's building on the southerly side of Elm street, and the side track to and in Searle's coal sheds on the northerly side of Elm street, may be raised sufficiently to connect with the main tracks at their new grade.

The abutments of Elm street bridge shall be raised to conform to the new grade of tracks with granite masonry laid in hydraulic cement.

The retaining wall along the property occupied by the Chicago Dressed Beef Company and the retaining wall on the easterly side of the track leading to the Chicago Dressed Beef Company's building shall be raised with granite masonry sufficiently to maintain the Railroad Company's side track on a level with the main tracks at their new grade. The masonry shall be laid in hydraulic cement mortar. The last mentioned wall shall be extended southerly fifty (50) feet in continuation of the present wall after the same has been raised to its new grade.

The retaining wall along Searle's coal bins on the westerly side of the track, north of Elm street, shall be raised two feet with granite

masonry laid in hydraulic cement mortar.

Retaining walls shall be built on the easterly side line of location of the New Haven and Northampton Company and within said location between Elm and Chapel streets, and between Elm and Orange streets, of sufficient height to retain the railroad embankment within the location, the tracks to remain on the present alignment. The said embankment shall be constructed in conformity with the standard cross section as shown on a plan filed herewith. The last two mentioned walls shall be built of brownstone or granite masonry laid without mortar, and of proportions as shown on said cross section.

The grades of the public way or ways shall not be changed.

The New York, New Haven and Hartford Railroad Company shall provide all the material and do all the work required by this decision.

We file herewith as part of our decision, showing the alterations prescribed herein, a plan signed by the Commissioners.

The compensation of the Commission including their expenses, shall be paid in the first instance by the New York, New Haven and Hartford Railroad Company.

Dated at Boston, the twenty-ninth day of January, A.D. 1902.

John B. O'Donnell	} Commissioners.
E. K. Turner	
Thos. W. Proctor	

Commonwealth of Massachusetts.

To the Honorable Justices of the superior Court, sitting in equity
for the county of Hampden:-

The undersigned petitioners, Selectmen of the town of Westfield, respectfully pray the Commissioners be appointed under the provisions of chapter four hundred and fifty-five of the Acts of the year nineteen hundred to prescribe the raising of the bridge over Elm street in said town of Westfield, owned by the New Haven and Northampton Company and leased to the New York, New Haven and Hartford Railroad Company, and to determine and prescribe the kind and manner of such alterations in the tracks, road, bridges or property of said companies as they shall deem necessary or convenient to be made because of or incident to raising said bridge; and to do and perform all things necessary or convenient in connection therewith or incident thereto as provided in said Act.

Dated August seventh, 1900.

R. J. Morrissey	} Selectmen of said Westfield.
O. A. Granger	
Jas. P. Freeman	

A true copy. Attest:-

ROBERT O. MORRIS, Clerk.

(L. S.)

Commonwealth of Massachusetts.

Hampden, ss.

Superior Court, in Equity.

Fees and expenses of Special Commissioners appointed to prescribe raising bridge over Elm St. in Westfield.

New York, New Haven & Hartford Railroad Company

To Said Commissioners, Dr.

To services of John B. O'Donnell, as commissioner
one day at Westfield, two days at Boston and
other services, \$ 150.

" Expenses from Northampton to Westfield and to
Boston two days and return, and telegraph and
telephone messages, 18.40 \$ 168.40

To services of E. K. Turner as commissioner
One day at Westfield two days at Boston and
other services, \$ 150.

" Expenses from Boston to and at Westfield and
return two days at Boston and telegraph and
telephone messages, 9.50 \$ 159.50

To services of Thomas W. Proctor, as commissioner
One day at Westfield from Boston two days
at Boston and other services, \$ 150.

" Expenses from Boston to and at Westfield and
return two days at Boston, and telegraph and
telephone messages, 9. \$ 159.00

Total, \$ 486.90

The amount allowed by court to each commissioner may be sent to him
by check to his address as follows:-

John B. O'Donnell, Northampton, Mass.

E. K. Turner, 53 State St., Boston, Mass.

Thomas W. Proctor, 25 Pemberton square, Boston, Mass.

Filed, February 6th, 1902.

True copies:- Attest:-

ROBERT O. MORRIS, Clerk.

(L. S.)

The Selectmen of the Town of Westfield, Petitioners for the Altera-
tion of a Railroad Crossing on Elm street in said Town.

Hampden, ss.

Superior Court in Equity.

And now come the petitioners and pray that the decision of the
Commissioners in this matter, heretofore returned into this Court, be
confirmed by the Court.

By their attorney,

Arthur S. Kneil.

Filed February 6, 1902.

February 6, 1902, Decision confirmed. (Hopkins, J.)

A true copy. Attest:-

ROBERT O. MORRIS, Clerk.

(L. S.)

Order to purchase

Hampden County Bonds.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, March 22d, 1902.

To M. Wells Bridge, Treasurer of Hampden County:-

You are hereby authorized to purchase for the Sinking Fund of Hampden County, at par, with accrued interest, not more than ten (10) Hampden County bonds, of One Thousand (1000) dollars each.

W. H. Brainerd	} Commissioners of Hampden County Sinking Fund.
J. H. Hendrick	
J. M. Sickman	

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, March 22d, 1902.

To M. Wells Bridge, Treasurer of Hampden County:-

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to your account as Treasurer of the Sinking Fund of said county, the sum of ten thousand dollars (\$ 10,000.) and to hold the same subject to order from the Commissioners of the Sinking Fund of said county.

W. H. Brainerd	} County Commissioners of Hampden County.
J. M. Sickman	
J. H. Hendrick	

Order for arrest of
James Lynch

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. April 2d, 1902.

Whereas it appears to the satisfaction of said County Commissioners that James Lynch of Holyoke, in said county, a child committed to the Hampden County Truant School, by the Police Court of the city of Holyoke, has violated the conditions of his parole issued to him by said Commissioners on the 24th day of December, 1901:-

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Truant School.

(L. S.)	W. H. Brainerd	} County Commissioners.
	J. H. Hendrick	
	J. M. Sickman	

Allowance for damage
done to sheep.

The sum of seventy-nine dollars and eighty cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of one hundred and forty-five dollars and the same are ordered to be paid from the County Treasury. To

S. N. Bennett on petition of S. N. Bennett et als.	\$ 40.
To H. W. Austin	40.
To Mrs. Hollister on petition of Jason Butler et als.	45.
To Est. of W. L. Collins	20.

Land Damages.\$ 145.

Sundry accounts being presented, are allowed, and the same amounting to the sum of twenty-three thousand seven hundred and fifteen dollars and three cents are ordered to be paid from the county treasury.

Accounts.\$ 23,715.03

Hampden, ss. April 2d, 1902.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the second Tuesday of April, being the eighth day of said month, and by adjournment on the eighteenth, twenty-second and twenty-third days of said month, and by adjournment on the seventh and twelfth days of May and by adjournment on the fourth, thirteenth and seventeenth days of June, in the year of our Lord one thousand nine hundred and two.

Present,

William H. Brainerd, Esq., Chairman)

Joel H. Hendrick, Esq.

James M. Sickman, Esq.

County
Commissioners.

Dwight Manufacturing
Company, Petr. for
approval of plan
and specifications
of Dam, across
Chicopee River in
Chicopee.

1.

To the County Commissioners of the County of Hampden, Massachusetts.
Respectfully represents the Dwight Manufacturing Company, a corporation duly established by the laws of said Commonwealth, that it contemplates the erection of a mill dam across the Chicopee River at Chicopee in said county, at the head of their canal where their former dam, recently washed away stood, for the purpose of turning the water of said river into the canal of said Company and thereby furnishing power for its factories. The said Company proposes to build said dam in accordance with the plans and specifications filed herewith and desires the approval of the same by your honorable board.

And said Dwight Manufacturing Company further represents that it has erected at the place designated a temporary dam, by building cribs of large timbers firmly bolted together and filled the cribs thus made with large stones and rocks and after said cribs were firmly anchored in the stream the whole was covered with plank and the whole structure fastened together. Said dam is intended for temporary use only and while the structure first mentioned is in process of construction.

Wherefore your petitioner asks that the plans and specifications for the permanent structure may be approved by the County Commissioners and that the temporary dam built as described may be approved by said Commissioners.

Dwight Manufacturing Company

By Luther White, its Att'y.

S P E C I F I C A T I O N S

of the manner of constructing a dam across the Chicopee River at Chicopee, Mass., for the Dwight Manufacturing Co. according to the plans and these specifications prepared for this purpose by D. H. & A. B. Tower, Civil Engineers, Holyoke, Mass.

All labor and materials of every kind called for by the drawings or specifications are, at all times, to be subject to the inspection

and approval or rejection of said Engineers or their Agents.

The Contractor is to furnish at his own expense, all labor or assistance required for said inspection when directed by the Engineers or their Agents.

The Contractor will make such changes from the present design of the work as may be directed by the Engineers, and the same shall not affect or void the contract but amount of such changes, by a fair and reasonable valuation, shall be added to or deducted from the amount of this contract. No changes shall be made except upon the written order of the Engineers and the decision of said Engineers as to value of said alterations shall be final and binding on all parties.

All disputes arising as to the true interpretation and meaning of the specifications and the drawings to be referred to the Engineers, whose decision shall be final and binding on all parties.

All needful drawings, general and in detail, will be furnished by the Engineers as required for the progress of the work.

The Contractor is to have at all times on the works, while it is in progress of construction, a competent foreman, and the directions of the Engineers or their Agents that may be given to said foreman shall be valid and binding on the Contractor same as if given in person to the contractor. In the absence of the Contractor or said foreman, any directions given by the Engineers or their Agents to any person who appears to be in charge of the work shall be final and binding same as if given in person to the contractor.

The drawings and specifications are the sole property of the Engineers, and are to be used for this work only, and must be returned to them upon the completion of the work.

All materials are to be of the best description, and should the contractor introduce any materials different from the sort and quality herein described or meant to be implied, it shall be immediately removed at the contractor's expense, at any time during the progress of the work, and proper materials substituted therefor.

The Contractor is to cover and protect all work and materials from injury by action of the elements whenever such course is necessary and at any time when directed by the Engineers, and is to cease work at such time or times as Engineers shall deem proper for proper construction of the work. Any wall or walls injured by the action of the elements or other cause is to be replaced by the contractor with work or materials as herein intended, when so directed by the Engineers.

None but careful and experienced workmen are to be employed on the different portions of the work, and any workman or foreman who shall neglect or refuse to perform his work in a competent, neat and workmanlike manner may be discharged by the Engineers or their Agents and shall not again be employed on the work.

The Dam is to be erected of hydraulic stone masonry placed upon the rock in the bed of the river, as shown on sectional drawing, the dam is to be about ft. in length, ft. in height.

At site of the dam the bed of the river is to be excavated and cleared of all gravel, loose stone and other materials, and the rock excavated so as to make a smooth sound bottom to such depth as may be required or directed. The material removed to be deposited for filling above dam.

FOUNDATIONS.

The masonry to be commenced on the rock in the bed of the river, where in the opinion of the Engineers in charge of the work, it shall be of a character sufficient for that purpose.

Masonry in Dam.

The wall of dam is to be seven feet thick at the top measured in a horizontal line and to increase in thickness by a batter on the lower side of 2" to the foot and by a batter of the upper side of 6" to a foot making the wall feet inches thick at ft. below top of coping, or varying according to depth. The coping is to be laid with 1 ft. 4 in. inclination on its bed; to be not less than 20 in. in thickness to be dressed in front and rear to conform with bevells of dam and the front and top to be cut true and even, and to project 6". The coping to cover the whole thickness of the wall and to be not less than 4 ft. wide lengthwise of the dam, the stones to be securely fastened together at each joint by two iron dogs made with 18" body of one inch square wrought iron, the ends to be let into the stones 6", and the whole of the dog to be inserted below the face of the stone and to be secured with sulphur and sand cement.

The expense of drilling holes and cutting channels is to be included in other prices.

Character of the Work.

The masonry in front of the dam for a distance of not less than 3 ft. 6 in. from the face, except coping stone shall be composed of granite quarry stone, of sound and good quality, laid in regular courses bed and build of not less 12" in thickness, to have a bed of not less than twice the height of the course, the upper and lower beds to be parallel except the top bed of the course under the coping of the dam, which is to receive the bevel or inclination above mentioned. The face in the dam, except coping, shall be cut, and laid with a mortar joint, not exceeding in any place one-half or an inch in thickness, except that part of the vertical joint beginning 12" back from the face of the wall, which shall not exceed an average of 1" in thickness.

The lower course of face stone shall not be less than 36", and the second course not less than 30" wide on top bed. The second course shall, in all cases, break joints at least 12" on the backing, immediately in rear of the face stone below it, and shall have headers of not less than 2 ft. 6" long on face, extending back into the wall at least 4 ft. 6", and shall average only 10 ft. apart. Every succeeding course of masonry shall have similar headers, so laid, that in alternate courses they will be intermediate to each other.

The backing shall be composed of large granite stones filled in

between and around with smaller stones laid in rubble and grouted with cement.

No dressing of stone will be permitted after they have been placed in the work.

The masonry in the abutments and wings to be of the same character as that of the dam and to be constructed from plan, to be furnished by the Engineers in charge.

Stone masonry shall be well bedded in mortar, made of best quality of hydraulic cement materials.

Each course shall be grouted before another is begun. The work shall be kept wet and free from dirt.

No cement shall be used in any part of the work until said Engineers shall have examined it, tried and approved the same, and the cement shall be well housed so as to be kept perfectly dry. The face stones and other stones shall be perfectly fitted to their places and then raised and after mortar is spread, lowered to their beds, so as to insure a uniform mortar joint. No trimming or fitting of stones will be allowed after bedding in mortar.

Such machinery shall be used in handling stone about and on the wall, as will enable the workmen to properly lay them, and also to prevent disturbing of or removing the wall that may have been laid.

C o p i n g.

The coping will be of granite and is to be dressed as follows: The top to be dressed smooth and on a horizontal line for a distance of at least 6" back, from front face, as shown in section, the remainder of the top to be of proper rock face. The front face is to be dressed smooth to a distance of four inches, measured vertically from the top edge of the stone, as shown in section. The remainder of the front may be rock face, no part to project more than three-quarters of an inch from the vertical front face. The vertical top joint and face joint to be not more than one-quarter of an inch for a depth of four inches.

C o f f e r D a m s, etc.

The Contractor to maintain all necessary coffer dams, and to do all pumping, bailing and draining, and to furnish all necessary machinery and apparatus therefor. The Contractor is to do all necessary shoring for excavations, provide timber and plank for same. The expense of this item to be included in other prices.

F i l l i n g a b o v e D a m.

After the masonry above described has been put in, there shall be, if required, a filling of stone extending up above dam as directed.

For a more perfect and full explanation of the form and dimensions of all the work, and of the manner of executing it in all its details, plans and bills of materials will be furnished by the said Engineer, or his assistants, who will also give directions during the progress of the work as may be necessary, to have same done perfectly in every respect, according to the plans contemplated in the foregoing specifications, and the said directions shall in every respect be complied with.

M o r t a r.

All mortar used on this work is to be mixed and compounded as follows: Two parts by measure of sand to one Norton's hydraulic cement, to be thoroughly mixed dry, and afterward a sufficient quantity of water added to form a stiff paste, a small quantity of water being added afterward for tempering just before use. No mortar is to be used in any portion of the work after same has begun to set.

The grout is to be compounded of two parts of sand to one of cement to be thoroughly mixed and a sufficient quantity of water, and no more, to be added so that same will run. It is to be made in a large box provided with proper slide for pouring. The two bottom courses of stone masonry and coping stones are to be laid in mortar made by using Saylor's Portland Cement in place of Norton's cement above described.

A b u t m e n t.

The Contractor is to build abutment on the northerly bank of the river of the same kind of stone and class of work as herein specified for the main dam, with exception of coping stone.

The coping stones of the abutment shall not have a less surface than 16 sq. ft. and not to be less than 15" thick and shall be secured to each other by iron dogs in the same manner as for coping stones of dam and are to be laid in Portland cement.

The Contractor is to excavate into the bank for the abutment to such distance as may be directed by the Engineer. The price for this excavation to be included in other prices.

P r e s e n t H e a d G a t e s.

The new dam is to be securely bound into the present headgate pier in such manner as the Engineer may direct. The Contractor is to do all cutting down and removing all portions of the present pier as may be directed. The expense for this to be included in other prices.

T e n d e r s.

Tenders are to state prices per cubic yard for the masonry as built and no payment other than at this price will be allowed or paid.

O l d S t o n e.

Old stone to be paid for at appraisal of Engineer.

The foregoing petition was entered on the twenty-second day of May, in the year of our Lord one thousand eight hundred and eighty-eight, when the said petitioner filed its said plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass. April 8, 1902.

W. H. Brainerd	} County Commissioners.
J. H. Hendrick	
J. M. Sickman	

April Meeting, 1902.

To the County Commissioners of the County of Hampden:-

Respectfully represents William A. Miller of Holyoke in said county that he was the owner of a tract of land, situate in Ludlow in said county and described as follows viz: a strip of land four rods wide and six hundred feet long, extending south seventy-six degrees and thirty-seven minutes west (S. 76° 37' W.) across my land from land of Henry C. Fuller, at station 170 + 30 to station 176 + 30 on the easterly side of a highway, as shown on a Plan of the location of a right of way taken by the City of Springfield, for the purpose of laying down and maintaining an aqueduct and pipes from its source of water supply in the town of Ludlow, over lands situated in the town of Ludlow and the cities of Chicopee and Springfield, filed and recorded in Hampden County Registry of Deeds, April 26 A. D. 1893; that, on or about the first day of August A. D. 1893, the said city of Springfield, pursuant to chapter three hundred and forty-five of the Acts of the year 1872 and of the several Statutes aiding and amending said Act, entered upon and took the said land that was of your petitioner and that he has been unable to agree with the said city of Springfield upon the amount of damages sustained by him on account of such taking of his land:

Wherefore he prays your Honorable Board to assess the damages so as aforesaid sustained by him.

William A. Miller.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county of the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-four, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

William A. Miller,
(Petr. for assessment
of damages)

vs.

City of Springfield

3.

To the Honorable the County Commissioners for the county of Hampden:-

Your petitioners, the Selectmen of the town of West Springfield, respectfully show that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the crossing of the Boston and Albany Railroad with the highway leading to Westfield, near the house of John D. Smith in said West Springfield, and pray that such changes be prescribed in the approaches thereto, the location of said highway at said point of crossing, and the location of the abutments of the bridge at said crossing, as shall be necessary to widen said highway, and for the security and convenience of the public, and that the alterations necessary, and the manner and limits within which they shall be made be ordered by your Honorable Board after due proceedings had in the premises.

H. Loomis

H. E. Schmuck

T. A. Rogers

Selectmen of
West Springfield.

Selectmen of
West Springfield,
Petr. for alteration
of crossing of
Boston and Albany
Railroad Co.

4.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, when the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given, and this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

E. C. Smith et als.
Petr. for new highway in West Springfield.

5.

To the County Commissioners of the County of Hampden:-

The undersigned, citizens and tax-payers of said county, respectfully represent that common convenience and necessity require that a new highway be located as follows; Beginning at a point on the Westfield Road in West Springfield near the guide board where the road from Chicopee intersects the said Westfield Road, and running east over land of Alvin Sibley to an old road leading to the foot of Tatham Hill, and widen said old road.

Wherefore your petitioners pray that your Honorable Board will view said premises and make such orders as you shall deem best.

E. C. Smith and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Homer F. Flower
(Petr. for Jury)
vs.
Town of Agawam

6.

To the County Commissioners of the County of Hampden.

Respectfully represents Homer F. Flower, of Agawam in said county: That he is the owner of a tract of land, in said Agawam bounded and described as follows:- viz.- Beginning at a stone monument on the south side of the road, leading from Feedings Hills Centre, to Agawam Centre, at the northeast corner of land formerly owned by Ephraim Scott; and running thence easterly along said road, to a stone monument; thence south 7° west about 45 rods to a stone bound; thence westerly by land of D. W. Corwin, A. G. Demond, and estate of Geo. Fowler to land of said Scott; thence northerly by land of said Scott 43 rods to said road, and place of beginning. That on March 9th, 1897, the Selectmen of Agawam laid out a Private Way over the above described land as follows.- "Commencing on the Stage Road so-called between Agawam and Feeding Hills, at a stone monument, the boundary line, between land owned, or occupied by Francis A. Scott, and land now or formerly owned

by heirs of C. C. Wright; and running in a southerly direction along said boundary line, on land of said Wright, one rod in width, 43 rods to land belonging to the estate of George Fowler, thence easterly from said junction of said Scott's, Wright's and Fowler's land, on said Wright's land 15 rods, 3 rods in width;" (a plan thereof is annexed). And record was filed thereof with the town clerk of said Agawam seven days, before the annual town meeting, at which, action was taken on the following Article,- namely,- Article 12th "To see if the town will accept a private way, as laid out by the Selectmen, over land of Edward M. and Jennie E. Wright." Voted,- "To accept the right of way, as laid out by the Selectmen." And said land has been entered upon and possession taken thereof, and continues to the present time. And no damage, nor indemnity, was allowed the petitioner for the land so taken, nor was time allowed him in which to remove trees therefrom. Wherefore application is made for a Jury to review the action of said Selectmen and award such damage and indemnity as justice and equity require under Chapter 49 Public Statutes.

Agawam, Mass. August 10, 1897.

Homer F. Flower.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-seven, when the Commissioners appointed a place and time for a hearing, and directed notice of the same to be given by the said petitioner. And said petition was continued to the October Meeting in the year last aforesaid, when a warrant was ordered to issue. And said petition was continued from meeting to meeting to the April Meeting in the year eighteen hundred and ninety-eight, when the said petitioner filed a motion to amend his said petition. And said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the City of Springfield in said county, respectfully represent that there is in said Springfield a street called St. James Avenue which crosses over the tracks of the New York and New England Railroad Company by a bridge. That said Railroad Company refuses and neglects to keep said bridge in proper repair and that said bridge is also inadequate to properly accommodate public travel.

Your petitioners further represent that public convenience and necessity require a new and suitable bridge to replace the present bridge and they pray your honorable board to take such action in the matter as will result in the construction of such new bridge and to make such orders and decrees in the premises as are authorized by law and the

Mayor and Aldermen of
Springfield, Petrs.
for a new bridge on
St. James Ave. over
tracks of the N.Y. &
N.E. R.R. Co.

nature of the case may require.

D. O. Gilmore, Mayor

F. A. Latimer, Jr. }
C. H. Mulligan }
F. H. Elwell }
E. A. Blodgett }

Aldermen

{ F. C. Parker
{ Fred A. Bearse
{ J. F. Carman
{ A. C. Methven

Mayor and Aldermen of the City of Springfield

By E. A. Newell, Clerk.

Edward H. Lathrop, City Solicitor.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-nine, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Mayor and Aldermen
of Springfield,
Petr. for a new
bridge on St. James
Ave. over tracks of
N.Y. & N.E. R.R., &
B. & A. & N.Y., N.H.
& Hartford R.R. Co.

9.

Plans in Desk.

To the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the city of Springfield, in said county, respectfully represent that there is in said Springfield a street called St. James Avenue which crosses over the tracks of the New York and New England Railroad Company, the Boston and Albany Railroad Company and the New York, New Haven and Hartford Railroad Company by a bridge. That said Railroad Companies refuse and neglect to keep said bridge in proper repair and that said bridge is also inadequate to properly accommodate public travel.

Your petitioners further represent that public convenience and necessity require a new and suitable bridge to replace the present bridge and they pray your honorable board to take such action in the matter as will result in the construction of such new bridge and to make such orders and decrees in the premises as are authorized by law and the nature of the case may require.

D. O. Gilmore, Mayor.

F. A. Latimer, Jr. }
C. H. Mulligan }
F. H. Elwell }
E. A. Blodgett }

Aldermen

{ F. C. Parker
{ Fred A. Bearse
{ J. F. Carman
{ A. C. Methven

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-nine, and was continued from meeting to meeting to the December Meeting in the year eighteen hundred and ninety-nine, when after due proceedings having been had thereon, the County Commissioners filed the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting.

January 22d, A. D. 1900.

On the petition of the Mayor and Aldermen of the city of Springfield representing that there is in said Springfield a street called St. James Avenue which crosses over the tracks of the New York and New England Railroad Company, the Boston and Albany Railroad Company and the New York, New Haven & Hartford Railroad Company by a bridge; that said railroad companies refuse and neglect to keep said bridge in repair and that said bridge is also inadequate to properly accommodate public travel and further representing that public convenience and necessity require a new and suitable bridge to replace the present bridge and praying this Board to take such action in the matter as will result in the construction of such new bridge and for such orders and decrees in the premises as are authorized by law, and the nature of the case may require.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting the said County Commissioners did on the second day of June, in the year eighteen hundred and ninety-nine, and thereafter by adjournment from time to time meet and hear all the parties with their witnesses and arguments of counsel, and after due consideration the said County Commissioners do now on this twenty-second day of January, in the year nineteen hundred find that the public convenience and necessity require and that it is necessary for the security and convenience of the public that a new bridge substantially as prayed for and as requested by the petitioners in their evidence should be built and do prescribe the manner and limits within which said bridge shall be made to be according to the plans and specifications herewith filed and with suitable approaches thereto. J. H. Hendrick, Esq. County Commissioner, being disqualified on account of residence, Harrison Loomis, Esq. Special Commissioner, was called in, and acted in his stead.

W. H. Brainard	}	County Commissioners.
J. M. Sickman		
Harrison Loomis)	Special Commissioner.

Decision certified to parties and to the Board of Railroad Commissioners.

SPECIFICATIONS for ABUTMENTS.

GENERAL.

All materials used in either foundation or walls shall be of first quality, each the best of its kind and subject to the approval of the Engineer.

Inspection.

All materials will be subject to rigid inspection, and any that have been condemned must be immediately removed from the site of the work.

The work will be done under the supervision of an inspector whose duties will be to see that the requirements of these specifications and

the drawings are carried out; but his presence is in no way to be presumed to release in any degree the responsibility or obligation of the contractor.

Excavation.

The excavation for foundations shall be carried to such depth as may be necessary to secure a solid bearing for the masonry, - of which the Engineer shall be the judge; the depth shall generally be as indicated on drawings.

Foundation.

The lower courses up to near natural surface of grounds at side of present railroad track shall be of cement concrete as indicated on drawings.

MASONRY.

The walls shall consist of pitch faced range granite masonry laid in horizontal courses having parallel beds and vertical joints of not less than twelve (12") nor more than thirty (30") inches in thickness.

The courses shall be continuous around and through the wall, decreasing regularly in thickness from the bottom to the top of the wall, laid flush in cement mortar of the quality hereinafter specified.

SIZE of STONES.

Stretchers shall be at least one and one half times as wide as their depth and four times as long as deep.

Headers shall be for their full length not less than one and one half times as wide as deep and shall have a length of at least four times the depth of course if thickness of wall will permit.

CUTTING.

Every stone must be laid on its natural bed. All stones must have their beds well dressed, parallel and true to proper line, and made always as large as the stone will admit. The beds, and the sides of the headers, for a distance of at least one and one half times the depth of course must be cut, before being placed in the work, so as to form joints not exceeding one half ($1/2$ ") inch nor less than one quarter ($1/4$ ") inch.

No hammering on a stone will be allowed after it is set; but if any inequalities occur they must be pointed off.

All corners and edges of walls and coping courses shall have a neat chisel-draft of one and one half inches on each face.

The face edge of each joint shall be pitched to a straight line.

The projection of the rock face beyond draft lines shall not be over one fourth the depth of course nor in any case over four inches, no face to have depressions below plane of pitch lines. The front face of parapets on main walls shall be bush-hammered.

BOND.

The masonry shall consist of headers and stretchers alternating; at least one fourth of face shall consist of headers. Every header shall be immediately over a stretcher of the course next below. Joints

on face of wall shall be broken at least three quarters of the thickness of course and never less than twelve (12") inches - with the stones of underlying course.

B A C K I N G.

The backing shall consist of stone of the same thickness as the corresponding face stone.

Where the walls exceed four feet in thickness, there shall be as many headers of same size in the back of the wall as in the face, so arranged that a header in the rear of the wall shall be between two headers in the front.

The backing shall be so laid as to leave no space between the stones over six (6") inches wide, which spaces shall be filled with spalls set in cement mortar. No spalls will be allowed in the bed joints.

C O P I N G S.

All bridge-seats and tops of walls will be finished with a coping course of dimensions and set as shown on drawings, bush-hammered on top, and in case of parapet on main walls the front face of coping course shall be bush-hammered.

The stones forming the bridge seat coping course shall be as large as possible and extend entirely across the wall from front to back, and under bearings of the metal work shall be of such size as to give twelve inches margin on each side of bearing to nearest joint.

The parapet coping stone shall be as wide as shown and of length not less than four feet and as much longer as possible, breaking joints with course beneath.

All copings on main walls shall be cut to lay a one quarter (1/4") inch vertical joint.

P O I N T I N G.

After masonry is laid all joints shall be scraped out to a depth at least three quarters inch from pitch lines, and when most of the work on walls is done the joints shall be pointed with Portland cement mortar, composed of one part cement and one part sharp sand, thoroughly crowded in. When partly set, smooth with proper pointing tool to give good finish.

C E M E N T.

The cement used on this work shall be the best American Portland Cement, or equal, as may be decided by the Engineer, and subject to his inspection and acceptance in accordance with standard requirements for this grade of cement.

M O R T A R.

The mortar shall in all cases be composed of one (1) part in bulk of above specified hydraulic cement to two (2) parts in bulk of clean sharp sand well screened, well and thoroughly mixed together in a clean box of boards, being turned at least three (3) times before the addition of the water.

It must be used immediately after being mixed and no mortar left over night will on any pretext whatever be allowed to be used.

C O N C R E T E.

The concrete shall be composed of one (1) part of above specified cement, three (3) parts of above specified sand, and five (5) parts of hard broken stone, - trap rock- broken to pass a two inch ring, thoroughly clean and free from dust, dirt or any earthy admixture - all measured by bulk.

The cement and sand shall be thoroughly mixed dry and a mortar formed in a manner similar to that described above.

Then the broken stone is to be wet thoroughly and drained and added to the mortar and all thoroughly mixed by turning over at least four (4) times so that each stone is completely covered with mortar.

The concrete shall be quickly laid in sections, in moulds already prepared and placed in proper position, in layers not exceeding 9 inches in thickness, and shall be thoroughly rammed until the water flushes to the surface.

It shall be allowed to set at least 24 hours before any work is laid on it.

I N T E N T I O N.

It is the intention of these specifications to secure a first class piece of work and no interpretation of them shall be construed to mean anything else.

E N G I N E E R.

In all cases of dispute or doubt as to the intention or meaning of the drawings or specifications the decision of the Engineer shall be final and binding on all parties.

S P E C I F I C A T I O N S f o r S U P E R S T R U C T U R E. G E N E R A L.

The work covered by these specifications includes the furnishing of all materials and doing of all work necessary to build complete and ready for travel, on stone work as completed under another contract, the superstructure, in accordance with the following specifications and the drawings marked 120 ft. Clear Span Truss Bridge over tracks of N.Y., N.H. & H. R.R. Co. at St. James Ave. Springfield, Mass.

S P E C I F I C A T I O N S.

S t r u c t u r e (General)

The entire structure will be as shown on the drawings, one hundred and twenty feet clear between faces of abutments, consisting of one span truss bridge, with pin connections, one hundred and twenty-four feet between centers of end pins.

The trusses will be forty-eight feet apart, center to center of trusses, one truss being set ahead of the other forty-four feet, owing to the skew of the abutments with the line of bridge.

R o a d w a y.

The roadway will be made up of transverse floorbeams suspended at

ends from pins by plate hangers or with ends resting on masonry at skew ends.

On the ends of these floorbeams will be attached brackets for the support of the sidewalks outside of the trusses.

Rigidly connected to these floorbeams and between them will run longitudinal stringers, properly spaced for the loads.

Between these stringers shall be sprung brick arches, the top of which shall be as high as tops of stringers or more.

On these brick arches shall be put broken stone concrete of proper thickness for a suitable foundation for the wearing surface of roadway. On top of the concrete shall be a layer of sand and on the sand a properly laid pavement of vitrified brick forming the top surface of roadway.

The roadway when finished will have a clear width between curbs of forty-five feet four inches.

The camber of roadway shall be six inches, obtained by making same six inches higher in center of road than at sides next to curb.

Sidewalks.

The heights of sidewalks shall be six inches above the elevation of roadway at sides or gutters.

The sidewalks shall be made in a manner similar to that used in roadway, viz. brick arches overlaid with stone concrete, but the wearing surface shall be granolithic pavement, properly laid and the level of the outside shall be one inch lower than the road side to secure efficient drainage outward from trusses.

Scuppers.

Scuppers, about two by six inches, are to be set into the floor and curbs placed so as to alternate on opposite sides of roadway, and spaced on each side about thirty feet apart.

Trusses.

The trusses shall be divided into twelve panels and the connections of main members shall be by pins, all as shown on the drawings.

Bracing.

The bracing of the trusses shall be accomplished by outside frames extending over the sidewalks as shown and connecting rigidly with the brackets.

Fencing.

A fence of design shown on drawings and of suitable strength shall be put on outside of each sidewalk and shall run to end of wing walls of abutments terminating in ornamental cast iron newel posts appropriate in design to mate with the railings.

The railings shall be braced at proper intervals and properly lined up and made firm and in perfect alignment.

STEEL STRUCTURE - MATERIALS.

Structural Steel.

All steel except rivets shall be "Medium Steel" made by either the Open Hearth or Bessemer process.

Its ultimate strength to be 60,000 to 70,000 pounds per square inch. Elastic limit, not less than one-half the ultimate strength. Elongation, 22 per cent. Bending test, 180 degrees to a diameter equal to thickness of piece tested, without fracture on outside of bent portion.

Pins made from above mentioned steel shall, on a specimen test piece cut at a depth of one inch from surface of finished material, fill the physical requirements of the grade of steel from which they are rolled, for ultimate strength, elastic limit, and bending, but the required elongation shall be decreased 5 per cent.

Eyebar material, 1 1/2 inches and less in thickness, made of the above mentioned grade of steel, shall, on test pieces cut from finished material, fill the requirements of that grade of steel. For thicknesses greater than 1 1/2 inches, there will be allowed a reduction in percentage of elongation of 1 per cent for each 1/8 of an inch increase of thickness, to a minimum of 20 per cent.

Rivet Steel.

Ultimate strength 48,000 to 58,000 pounds per square inch. Elastic limit, not less than one-half the ultimate strength. Elongation, 26 per cent. Bending test, 180 degrees flat on itself, without fracture on outside of bent portion.

Test Pieces.

All tests and inspections shall be made at the place of manufacture prior to shipment.

The tensile strength, limit of elasticity and ductility shall be determined from a standard test piece cut from the finished material. The standard shape of the test piece shall be of same thickness as the plate, one and one half inches wide and about eighteen inches long.

On tests cut from other material the test piece may be either the same as for plates, or it may be planed or turned parallel throughout its entire length. The elongation shall be measured on an original length of 8 inches, except when the thickness of the finished material is 5/16 inch or less, in which case the elongation shall be measured in a length equal to sixteen times the thickness; and except in rounds of 5/8 inch or less in diameter, in which case the elongation shall be measured in a length equal to eight times the diameter of section tested. Two test pieces shall be taken from each melt or blow of finished material, one for tension and one for bending.

Material which is to be used without annealing or further treatment is to be tested in the condition in which it comes from the rolls. When material is to be annealed or otherwise treated before use, the specimen representing such material is to be similarly treated before testing.

Every finished piece of steel shall be stamped with the blow or melt number, and steel for pins shall have the blow or melt numbers stamped on the ends. Rivet and lacing steel, and small pieces for pin plates and stiffeners, may be shipped in bundles, securely wired together, with the blow or melt number on a metal tag attached.

Finish.

Finished bars must be free from injurious seams, flaws or cracks, and have a workmanlike finish.

Chemical Properties.

Steel shall not contain more than .10 per cent. of phosphorus.

Eye bars.

If full size tests of steel eyebars are required the tests shall be required to show not less than 10 per cent. elongation in the body of the bar, and tensile strength not more than 5,000 pounds below the minimum tensile strength required in specimen tests of the grade of steel from which they are rolled. The bars will be required to break in the body, but should a bar break in the head, but develop 10 per cent. elongation and the ultimate strength specified, it shall not be cause for rejection, provided not more than one-third of the total number of bars tested break in the head; otherwise the entire lot will be rejected.

Cast Iron.

All castings shall be tough gray iron, free from injurious cold-shuts or blow-holes, true to pattern, and of a workmanlike finish. Sample pieces one inch square, cast from the same heat of metal in sand moulds, shall be capable of sustaining, on a clear span of 4 feet 8 inches, a central load of 500 pounds when tested in the rough bar.

STEEL STRUCTURE -Details and Workmanship.Riveting.

All workmanship both in shop and field shall be first class. The pitch of rivets in all classes of work shall never exceed six inches, nor sixteen times the thickness of the thinnest outside plate, nor be less than three diameters of the rivet.

The distance between the edge of any piece and the center of the rivet hole must never be less than one and one quarter of an inch, except for bars less than two and one half inches wide. When practicable it shall be at least two diameters of the rivet used.

The pitch of rivets at ends of compression members must not exceed four diameters of rivet for a length equal to twice the width of the member.

The reinforcing plates at pins shall have rivets enough to transmit properly their proportion of the bearing pressure.

Rivets must completely fill the holes, have full heads concentric with the rivet, of a height not less than six tenths of the diameter of the rivet, and in full contact with the surface, or be countersunk when so required, and be machine driven wherever practicable.

Drift Pins.

Rivet holes must be accurately spaced and in no case shall the diameter exceed that of rivet more than 1/16 inch. The use of drift pins will only be allowed for bringing together the several parts forming a member and must not be driven with such force as to disturb the

metal about the holes.

Built Members.

Built members must, when finished, be true and free from twists, kinks, buckles, or open joints between the component parts.

Portions exposed to view must be neatly finished.

Pin holes shall be bored true as to position and size.

Eye bars.

The heads of eyebars shall be properly proportioned so as to give in eye and neck when made, a strength in excess of that of the body of bar.

The bars must be free from flaws and of full thickness in head and neck but with no excess thickness.

Eyebars must, when ready for boring, be perfectly straight with heads central on bar. The holes shall be in center of head and bar, and shall be so bored that the length center to center shall not vary over one sixty-fourth of an inch from that required, and the diameter of holes shall be within one thirty-second of an inch of that of the pins.

Bars that are to be placed side by side in the bridge shall be bored so closely to length that when the bars are piled the pins belonging to them can be passed through both ends simultaneously without driving.

Pins and Rollers.

Pins shall be turned straight and smooth and shall fit the pin holes, being not over one thirty-second of an inch smaller than holes through which they are to pass.

Rollers shall be turned true and to size given.

Compression Members.

The ends of compression members shall be planed square, true to angle and length, and the splicing shall be efficient and so made that the assembling in erection will draw the abutting ends tightly together before riveting. If necessary this must be accomplished by means of turnbuckles.

Floorbeams.

Web plates of floorbeams and brackets must not project beyond the flange angles.

All splice plates of webs must fill the space between flange angles.

All stiffeners in floorbeams and brackets must be carefully fitted so their ends bear thoroughly at top and bottom. No stiffeners to be offset - use fillers.

Stringers.

The connections of all stringers shall be made of standard size for the beams used, without relying on value of shelf angles on which they rest.

Bending.

All parts bent hot in manufacture shall be carefully annealed before further work is done on them, but cold bending is preferred where

it can be done without over straining of the metal, but such bending should be done before attempting to assemble the member of which the bent piece is a part.

Shearing.

All shearing out of re-entrant angles shall be so done as to ease off the corner by a slight curve to avoid sharp angles and this should be observed in blocking off flanges of channels in diagonal truss members, and at ends of floorbeams.

Camber.

The trusses shall be given a camber of one and one half inch rise at center of bottom chord of each truss.

Testing and Inspection.

All tests as to quality of steel shall be made at mill where rolled and the material shall not be shipped except as approved by inspector.

All inspection of shop work shall be done at shop before shipment and finished work shall not be shipped except as approved by inspector.

Painting.

All steel work before leaving the shop shall be thoroughly cleaned from all loose scale and rust, and be given a good coat of paint.

In riveted work the surfaces coming in contact shall each be painted before riveting together.

All parts not easily accessible after erection shall have two coats of paint previous to shipment.

The painting shall be done long enough before shipment to allow paint to dry so as to avoid the sticking of cinders deposited during transit.

After erection all parts from which the paint has been scratched, or on which any bare spots show, shall be touched up with same paint as first coat at shop.

After approval by inspector the final coat shall be put on in a thorough and workmanlike manner.

Paint shall be of a color and composition as decided by the engineer.

All turned or planed surfaces and screw ends shall have a good heavy coating of white lead and tallow before leaving shop and this shall be renewed if necessary at site in case it has become rubbed off exposing machined surfaces to the weather.

After all erection is complete the metal work on under side of bridge, where exposed to collection of smoke and gases from locomotives on existing or future tracks shall have an additional coat of paint of kind to be specified by the engineer.

FLOOR FILLING and SURFACE - MATERIALS Brick in Arches.

The brick in the floor arches shall be best quality hard burned red brick, culled to use well shaped and uniform sized brick.

Cement.

The cement used for concrete foundations and laying arches shall be the best quality of Rosendale hydraulic cement. This cement shall be subject to inspection and rigorous tests at discretion of the engineer, and all cement found to be improper in any way must be immediately removed from the work. All cement must be properly stored so as not to become deteriorated before using. The cement used in granolithic surface of sidewalk is to be best Portland Cement or equal.

Paving Brick.

The paving brick shall be the standard vitrified paving brick as made by the N.Y. Brick and Paving Co. of Syracuse, N. Y. similar to that heretofore furnished to the City of Springfield by them for paving in streets.

This brick must be carefully culled after delivery at the site, before they are laid in the work, and all warped or irregular shaped brick, as well as those not sufficiently hard or otherwise of poor quality will be thrown out.

FLOOR FILLING and SURFACE DETAILS & WORKMANSHIP.

Mortar.

The mortar used on the work shall be mixed from the above specified cement and clean sharp sand, free from any earthy admixture, well screened, properly tempered with water. The proportions used shall be, by bulk, one part cement and two parts sand, mixed dry in proper boxes, by turning at least three times, and then just enough water added to make a proper mortar for the use to which it is to be put.

Concrete for Foundation.

The concrete shall be made by the addition to mortar prepared as before specified crushed trap rock five parts by bulk. This rock shall be of such size as to pass through a two inch ring and shall be, before adding to the mortar, thoroughly wet and drained, and the entire mixture turned over at least four times until every stone is thoroughly coated with the mortar.

Granolithic Sidewalk Surface.

This shall be put on top of concrete laid as hereinafter described and shall be of best quality of Portland (or equal) Cement, mixed in proper proportions with fine broken stone or other hard material acceptable to engineer, and so laid as to produce a perfectly graded hard surface which when dry shall be absolutely impervious to water. This pavement shall be guaranteed for five years.

Laying Brick Arches.

These arches shall be laid as shown on drawings on centers properly made and securely placed. The brick shall break joints both horizontally and vertically.

The centers shall not be removed until such time after the brick are laid as may be decided by the engineer.

L a y i n g C o n c r e t e .

The concrete mixed as hereinbefore described shall be laid on brick arches as fast as it is prepared.

The spaces next to the ironwork shall be filled first. Care must be taken to complete as nearly as possible one panel of floor at a time and, when placed, the concrete is to be rammed sufficiently to fill all spaces and until the mortar flushes to the surface.

In the upper surface of the concrete as laid must be incorporated enough cement mortar, mixed as above described, to fill all depressions and interstices, the finished surface to be smoothed off true to the forms or guides, and left parallel to the finished grade of pavement.

No concrete or mortar shall be used in the work which has been standing until partially or wholly set, and none which has been made over night shall be used.

P r o t e c t i o n o f c o n c r e t e a n d m o r t a r .

The concrete and mortar when placed in position must be covered with a layer of sand and kept well moistened until the sand cushion and brick or granolithic are laid thereon.

The concrete must be allowed to set for not less than five days before the laying of brick or granolithic is performed and the finishing of the pavement; the exact time to be determined by the engineer as the work progresses.

S a n d C u s h i o n .

Upon the concrete base in the roadway will be laid a sand cushion one inch deep, the sand to be clean and free from any foreign material, of such fineness as engineer may direct.

The top surface shall be left true and parallel with the finished grade of pavement.

L a y i n g B r i c k P a v e m e n t .

The brick will be laid in the work on edge and at right angles to the curb lines. They must be laid closely and in straight lines, and at the beginning of each course a half brick must be employed to break joints at one half the length of a brick.

The courses must be kept straight by laying a scantling against the face of brick and driving it with a sledge hammer until straightness and uniformity are obtained. All filling out of courses must be at the curb lines excepting at ends of bridge where four courses of brick shall be laid parallel with the end dam or abutment and the square courses running out against these shall be ended by brick carefully cut to proper angle so as to make no greater joint than elsewhere between brick.

After the brick are laid they must be well rammed with a paving rammer weighing not less than 70 lbs. which must be so constructed that no iron will come in contact with the brick.

A two inch plank will be used on brick to receive the blows of the rammer, and the ramming shall be continued until surface of pavement is smooth and uniform and to proper curves.

The joints of pavement must be dry when pavement is done and filling commenced.

The joints shall then be filled with coal tar pitch best quality and satisfactory to engineer.

The pitch shall be heated in proper kettles to 300 deg. Fah. and poured into joints as rapidly as possible to prevent cooling of the pitch. Immediately after the pouring process and when the joints are well filled, coarse sharp sand must be thrown upon the pitch while it is hot so that the sand will thoroughly adhere to the pitch. The sand when applied must be thoroughly dry.

After the pavement is laid and completed it must be covered with coarse sharp sand, which shall be allowed to remain upon the pavement for not less than ten days, as may be directed by engineer, and the sand will then be swept clear and removed from the work.

GENERAL REQUIREMENTS for the WHOLE STRUCTURE.

L a w s a n d O r d i n a n c e s .

In all the operations connected with the work herein specified, all city ordinances and all laws controlling or limiting in any way the actions of those engaged on the works, or affecting the materials or labor applied to them, must be respected, and strictly complied with.

C o n t r a c t o r .

The contractor shall be responsible for all claims for damages to any persons or property whatever, growing out of his operations on this work, and he is at all times to proceed with the greatest possible rapidity consistent with good work.

He must remove entirely from the neighborhood all material used by him in the operation connected with this work which does not form a part of the complete structure and leave everything about the work neat and clean and ready for travel.

I n s p e c t i o n .

All shop drawings made for use in the work must receive the approval of the engineer before being worked from.

All proper facilities must be afforded by the contractor to the engineer or his authorized representative for the ascertaining whether or not all the provisions of the drawings and specifications are being carried out, but the acceptance of material at any time during the progress of the work does not bar the rights of the buyer to reject the same, should it afterwards prove to be unfit for its intended use.

I n t e n t i o n .

It is intended by these specifications to secure a first class piece of work and no interpretation of them shall be construed to mean anything else.

It is intended that the entire superstructure shall be built as shown on the drawings and by these specifications, and wherever a question arises as to the meaning of the drawings or specifications

the decision of the engineer shall be final and binding on all parties concerned.

Commonwealth of Massachusetts.

To the County Commissioners for the County of Hampden:-

I herewith desire to file with your Board, for approval, plans and specifications for the new dam, which I propose, with your permission, to erect across the Willimansett Brook, near Willimansett Depot, situated in the city of Chicopee, in the said county, to replace the structure washed away, February last.

Respectfully,

M. Louisa Brown, by

L. S. Brown, her atty.

June 5, 1900.

The foregoing petition was entered on the fifth day of June, in the year of our Lord one thousand nine hundred, when the said petitioner filed her said plans and specifications of her proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass. April 8, 1902.

W. H. Brainerd

J. H. Hendrick

J. M. Sickman

County
Commissioners.

SPECIFICATIONS

of Material to be Furnished and Labor to be Performed in the Erection and Completion of a Stone Dam with Abutments and Wing Walls to be Built at Willimansett, Mass. for M. LOUISE BROWN.

PLANS and SPECIFICATIONS.

These specifications and the accompanying plans are intended to cover everything necessary to complete the work in a thorough and workmanlike manner. They have been prepared by John J. Kirkpatrick, Civil Engineer of Holyoke, Mass., and the entire work is to be done under his supervision and to his acceptance and satisfaction.

LINES and GRADES.

The contractor must afford the engineer all necessary facilities for establishing lines and grades and making measurements. He will furnish all labor and materials for making, setting and preserving all stakes, marks, batter boards and forms required or given by the engineer, and use due care to protect the engineers instruments and appliances from injury.

EXCAVATION.

The contractor will do all excavating necessary to reach the elevations required by the plans. For the purpose of estimating the excavation will be made to a depth of about three (3) feet below the present

M. Louisa Brown,
Petr. for approval of
Specifications and
Plan of Dam across
Willimansett Brook
near Willimansett
Depot in Chicopee.

12.

Book of Plans 3,
Pages 24-26.

bed of the stream. Should he be required to go more or less, than three (3) feet, extra shall be paid or allowance made for the same.

C O F F E R D A M S, P U M P I N G etc.

The contractor shall do all work needed to protect his work from water. He shall erect all temporary dams, coffer dams, sheet piling and other devices and shall be responsible for all damage that may be caused by the action of the water during the period of construction. All coffer dams and other protection necessary to be built to the approval of the engineer. The contractor is to do all draining and pumping necessary to keep the work free from water and the cost of doing all this work to be included in the price, bid for the work.

C O N C R E T E a n d G R I L L A G E.

Under the abutment walls and the Dam and in the area in front of the dam, about 25 ft. x 28 ft. the contractor will place a twelve (12) inch concrete bed, composed of one part cement, two parts sand and five parts broken stone. After the first four (4) inches are laid the mud sills (8" x 8") will be placed in position and the concrete then laid flush with top of sills.

When the concrete has set he will cover the whole over with three (3) inch plank well spiked to bearings. Upon the foundation thus prepared the stone masonry will rest.

S H E E T P I L I N G.

Before the concrete and grillage are laid place two rows of sheet piling about four (4) feet apart as shown on plan to a depth of about four (4) feet below the foundation.

F L A G G I N G.

Under the wing walls place flags the same width as the walls. No small uneven stones allowed.

Place flag over dam 11 1/2" thick to form spill-way, and over the apron and outlet of wasteway place flag of same thickness, both as shown on plans and sections.

S T O N E M A S O N R Y.

All stone masonry to be what is known as Rubble masonry of sound quarried stone, laid upon its natural bed, with headers extending through the width of the walls.

The cement used throughout the work, except in the dam, is to be a Rosendale Hydraulic cement satisfactory to the Engineer. The mortar, except in the dam, is to be composed of two (2) parts of sand, by measure, to one (1) part of cement. Same to be mixed dry and a sufficient quantity of clean water is then to be added and mixed so as to form a thick paste in which state it is to be conveyed to the masons. The mortar for the dam is to be mixed in same manner but composed of one part of Portland Cement (satisfactory to the Engineer) to two parts of clean, sharp sand.

W A S T E - W A Y.

Furnish and set in place a 1/4" wrought iron waste-way pipe four (4) feet in diameter with a head gate for the same as shown on plans.

Under this head the contractor will be required to furnish everything needed for the operation of said gate.

He will also set in place in the wall the penstock leading to the mill of the owner.

T h e B R I D G E a n d B A C K F I L L I N G .

The bridge over the overflow and the back filling will be done as extra work and the contractor will not figure the same in making proposal.

M A T E R I A L a n d A C C E P T A N C E .

Any material delivered upon the grounds not found satisfactory for the purpose of its use shall be removed at the contractor's expense when so directed by the Engineer.

The final acceptance to be left to the Engineer and the owner or her authorized agent.

To the County Commissioners of the County of Hampden:-

We the undersigned inhabitants of the town of Chester in said County respectfully represent that by reason of the breaking of the reservoir of water in the Town of Middlefield the Town of Chester has suffered great loss and damage in its roads and bridges and that the public convenience and necessity require that the highway commencing at a point near the dwelling house of Willis F. Stevens in said town and thence running westerly across the west branch of the Westfield River in said Chester to a point near the house of H. B. Clark should be altered in its location and specific repairs made therein, and also that the highway commencing at a point near the dwelling house of M. A. Snow and thence running southerly to a point near the Town Hall in said Chester should be altered in its location and specific repairs made therein and that the highway commencing at a point near the dwelling house of Wm. H. Babb in said town and thence running southeasterly to a point near the iron kettle watering trough should be altered in its location and specific repairs made therein and that the highway and bridge leading from the last above mentioned highway across the west branch of the Westfield River to a point near the house of John Mallally should be altered in its location and specific repairs made therein.

Your petitioners therefore ask your Honorable Board to view the premises and make such alterations and specific repairs as may seem necessary and proper and assess such sum, or sums, of money upon the County of Hampden as shall appear to you just and equitable for the construction and specific repair of said roads and bridges.

Chester May 9th, 1901.

Geo. H. Hapgood	}	Selectmen of
Clarence M. Woods		Chester, and others,
Charles Z. Ingell		Petitioners.

Selectmen of Chester
et als. Petrs. for
relocation of highways

16.

Book of Plans 3,
Pages 28-36.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and one, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, April 18th 1902.

On the petition of George H. Hapgood and others, praying for highways to be relocated in Chester.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighteenth day of June, A. D. 1901, view said highways, and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated. And at the time of said view no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highways in the manner following:-

MIDDLEFIELD STREET.

East line.

Commencing at a stone monument bearing north $42^{\circ} 40' 30''$ west twenty-four and ninety-four one-hundredths (24.94) feet from the northwest corner of the brick foundation of the Town Hall building; thence north $1^{\circ} 39'$ east six hundred thirty-five and thirty-four one-hundredths (635.34) feet to a stone monument, thence north $4^{\circ} 38'$ east two hundred and seventy-five one-hundredths (200.75) feet to a stone monument, thence north $14^{\circ} 48'$ east three hundred forty-seven and forty-nine one-hundredths (347.49) feet to a stone monument, thence north $12^{\circ} 11' 30''$ east one hundred ninety-seven and forty-one one-hundredths (197.41) feet to a stone monument, thence north $16^{\circ} 44'$ east one hundred ninety and twelve one-hundredths (190.12) feet to a stone monument, thence north $10^{\circ} 51' 30''$ east two hundred fifty-three and fifteen one-hundredths (253.15) feet to a stone monument, thence north $4^{\circ} 51' 30''$ west one hundred fifty-five and eleven one-hundredths (155.11) feet to a stone monument, thence on a curve to the left of radius three hundred twenty and two one-hundredths (320.02) feet, one hundred thirty and eighty-eight one-hundredths (130.88) feet to a stone monument, thence north $28^{\circ} 17' 30''$ west ninety-seven and eighty-five one-hundredths (97.85) feet to a point bearing north $60^{\circ} 10'$ east fifty and one one-hundredths (50.01) feet from a stone monument in the westerly line of location and in the division line between lands of Fred Burleigh and I. O. Burleigh, thence north $31^{\circ} 22' 30''$ west five hundred fifty-seven and seventy-four one-hundredths (557.74) feet to a stone monument, thence on a curve to the right of radius three hundred sixty-seven and seventy-eight one-hundredths (367.78) feet two hundred six and four one-hundredths (206.04) feet to a stone monument, thence north $0^{\circ} 43' 30''$ east three hundred sixty and

sixty-two one-hundredths (360.62) feet, thence on a curve to the right of radius four hundred four and fifty-six one-hundredths (404.56) feet one hundred forty-five and thirty-four one-hundredths (145.34) feet, thence north $21^{\circ} 18' 30''$ east three hundred ninety-seven and thirty-five one-hundredths (397.35) feet, thence on a curve to the left of radius eight hundred two and forty-six one-hundredths (802.46) feet two hundred thirty-three and sixty-six one-hundredths (233.66) feet to a stone monument, thence north $4^{\circ} 37' 30''$ east one thousand three hundred seventy-two and thirty-one one-hundredths (1372.31) feet to a stone monument in the westerly line of location of the Boston and Albany Railroad.

West line.

Commencing at a stone monument bearing north $81^{\circ} 36'$ west fifty and thirty-five one-hundredths (50.35) feet from the first mentioned monument in the description of the east line, thence north $1^{\circ} 39'$ east six hundred thirty and seventy-two one-hundredths (630.72) feet to a stone monument, thence north $4^{\circ} 38'$ east two hundred six and five tenths (206.5) feet to a stone monument in the division line between lands of D. B. Holcomb and F. W. Quigley, thence north $14^{\circ} 48'$ east three hundred fifty and eight tenths (350.8) feet to a stone monument, thence north $12^{\circ} 11' 30''$ east one hundred ninety-eight and twenty-five one-hundredths (198.25) feet to a stone monument in the division line between lands of Frank Fay and Agawam National Bank, thence north $16^{\circ} 44'$ east one hundred eighty-nine and fifty-four one-hundredths (189.54) feet to a stone monument, thence north $10^{\circ} 51' 30''$ east two hundred forty-three and sixty-nine one-hundredths (243.69) feet to a stone monument, thence north $4^{\circ} 51' 30''$ west one hundred forty-eight and twenty-one one-hundredths (148.21) feet to a stone monument, thence on a curve to the left of radius two hundred seventy and two one-hundredths (270.02) feet one hundred ten and forty-three one-hundredths (110.43) feet to a stone monument, thence north $28^{\circ} 17' 30''$ west ninety-six and five tenths (96.5) feet to a stone monument in the division line between lands of Fred Burleigh and I. O. Burleigh; thence north $31^{\circ} 22' 30''$ west five hundred fifty-six and thirty-nine one-hundredths (556.39) feet to a stone monument, thence on a curve to the right of radius four hundred seventeen and seventy-eight one-hundredths (417.78) feet, two hundred thirty-four and six one-hundredths (234.06) feet to a stone monument, thence north $0^{\circ} 43' 30''$ east three hundred sixty and sixty-two one-hundredths (360.62) feet to a stone monument, thence on a curve to the right of radius four hundred fifty-four and fifty-six one-hundredths (454.56) feet, one hundred sixty-three and three tenths (163.3) feet to a stone monument supposed to be in the division line between lands of William Steven and Alvah Phinney, thence north $21^{\circ} 18' 30''$ east three hundred ninety-seven and thirty-five one-hundredths (397.35) feet to a stone monument, thence on a curve to the left of radius seven hundred fifty-two and forty-six one-hundredths (752.46) feet two hundred nineteen and one tenth (219.1) feet to a stone monument, thence north $4^{\circ} 37' 30''$ east

one thousand three hundred sixty-eight and forty-four one-hundredths (1368.44) feet to a stone monument bearing north $89^{\circ} 47' 45''$ west fifty and fifteen one-hundredths (50.15) feet from the last mentioned monument in the description of the east line. The above line is parallel to the east line and fifty (50) feet distant therefrom.

LOCATION at NEW BRIDGE over WESTFIELD RIVER.

Commencing at the northeast corner of the location of grade crossing order filed June 26, 1901, thence north $71^{\circ} 53' 50''$ east one hundred sixty-nine and twenty-five one-hundredths (169.25) feet crossing the Westfield River to a stone monument in the easterly line of the road to Middlefield and in the northerly line of the road to North Chester, thence south $18^{\circ} 06' 10''$ east crossing said road to North Chester fifty (50) feet to a stone monument, thence south $72^{\circ} 34' 30''$ west one hundred seventy and sixteen one-hundredths (170.16) feet to the southeasterly corner of location of grade crossing order filed June 26, 1901, thence northwesterly forty-eight (48) feet to the place of beginning.

HUNTINGTON ROAD.

West line.

Commencing at a stone monument near the northerly line of land of William H. Babb and in the southerly line of location of the grade crossing order filed June 26, 1901, and bearing north $58^{\circ} 05' 30''$ west sixteen and twenty-six one-hundredths (16.26) feet from the southeasterly corner of said location, thence south $11^{\circ} 50'$ east three hundred forty-five and eighty-one one-hundredths (345.81) feet to a stone monument, thence south $2^{\circ} 17'$ west two hundred ninety-five and twenty-eight one-hundredths (295.28) feet to a stone monument, thence south $4^{\circ} 34'$ east six hundred eighty and thirty-three one-hundredths (680.33) feet to a stone monument, thence on a curve to the left of radius four hundred ninety-two (492) feet, four hundred sixty-four and sixty-three one-hundredths (464.63) feet to a stone monument, thence south $58^{\circ} 40' 30''$ east six hundred seventeen (617) feet to a stone monument, thence south $42^{\circ} 45'$ east five hundred ninety and twenty-two one-hundredths (590.22) feet to a stone monument, thence south $51^{\circ} 26'$ east one hundred thirty and fifty-one one-hundredths (130.51) feet to a stone monument, thence south $34^{\circ} 24'$ east eight hundred seventy and fifty-six one-hundredths (870.56) feet to a stone monument, thence on a curve to the left of radius three hundred forty-two (342) feet one hundred sixty-one and thirty-one one-hundredths (161.31) feet to a stone monument, thence south $61^{\circ} 25' 30''$ east two hundred thirty-four and eighty-one one-hundredths (234.81) feet to a stone monument, thence south $78^{\circ} 10' 30''$ east one hundred (100) feet to a stone monument at the southwesterly end of the location, thence north $11^{\circ} 49' 30''$ east fifty (50) feet to a stone monument in the easterly line of location, thence along the east line north $78^{\circ} 10' 30''$ west ninety-two and sixty-four one-hundredths (92.64) feet to a stone monument, thence north $61^{\circ} 25' 30''$ west two hundred twenty-seven and forty-five one-hundredths (227.45) feet to a

stone monument, thence on a curve to the right of radius two hundred ninety-two (292) feet, one hundred thirty-seven and seventy-three one-hundredths (137.73) feet to a stone monument, thence north 55° 36' east to the Westfield River, thence northerly along said river about one thousand (1000) feet to a point bearing north 42° 45' east from a stone monument in the westerly line of location, thence south 42° 45' west to a point fifty and fourteen one-hundredths (50.14) feet distant from said monument, thence north 42° 45' west three hundred forty-six and four tenths (346.4) feet to a stone monument, thence north 35° 33' 30" east two hundred twenty-three and forty-three one-hundredths (223.43) feet to a stone monument, thence north 53° 40' 30" west fifty and one one-hundredths (50.01) feet to a stone monument, thence south 35° 33' 30" west two hundred thirteen and seventy-six one-hundredths (213.76) feet to a stone monument, thence north 42° 45' west one hundred ninety-five and ninety-six one-hundredths (195.96) feet to a point in the westfield river bearing north 39° 17' 15" east from a stone monument in the westerly line of location and fifty and forty-nine one-hundredths (50.49) feet distant therefrom, thence northwesterly along said river about one thousand and seventy (1070) feet to a point bearing north 85° 26' east from a stone monument in the westerly line of location, thence south 85° 26' west to a stone monument fifty (50) feet distant from said monument, thence north 4° 34' west six hundred seventy-seven and thirty-three one-hundredths (677.33) feet to a stone monument, thence north 2° 17' east two hundred ninety-eight and forty-eight one-hundredths (298.48) feet to a stone monument, thence north 11° 50' west three hundred seventy-three and thirty-five one-hundredths (373.35) feet to a stone monument, thence north 58° 05' 30" west fifty-eight and twenty-six one-hundredths (58.26) feet, thence south 14° 50' 30" east seventy-two and ninety-eight one-hundredths (72.98) feet, thence north 58° 05' 30" west sixteen and twenty-six one-hundredths (16.26) feet to a stone monument, the place of beginning.

And the owners of the land over which said highways are thus laid out are allowed until the first day of July next to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highways, have estimated the same as follows, to wit:

To	Lucy S. Granger and Mary Jane Fay	\$ 300.
	Mrs. Eva H. Hayden	50.
	O. H. Smith	100.
	J. C. Gamwell	50.
	A. C. Barnes' estate	150.
	Bill and Wright	250.
	Patrick Nolan	75.
	E. M. Clark	25.
	Wm. H. Babb	150.
	F. B. Mason	25.
		<u>\$ 1175.</u>

The above amounts, and all other costs, expenses and damages arising by reason of the taking of said land for said relocation, to be paid by the said town of Chester.

When it shall be made to appear to the said County Commissioners that all land damages, costs and expenses have been fully adjusted and paid by said town, then there shall be paid from the County to the said town of Chester the sum of two thousand dollars.

And it is ordered by said Commissioners that the inhabitants of said town of Chester shall, on or before the first day of August, 1902, complete and finish the same, so that eighteen (18) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location.

A plan of said relocation is filed herewith and made a part of this report.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Hampden, ss. County Commissioners' Meeting, April 18th A.D. 1902

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said roads may be known as public highways forever.

Attest:-

ROBERT O. MORRIS, Clerk.

Order revoking permit to be at liberty
James O'Donnell

Hampden, ss. Commonwealth of Massachusetts.
County Commissioners' Meeting, April 18th, 1902.

WHEREAS, it has been made to appear to said Commissioners that James O'Donnell of Springfield in said county, sentenced to the House of Correction in said county, on the 14th day of May 1900, by the Superior Court for said county and whereas it further appears that a written permit to be at liberty was issued to the said James O'Donnell on the 3rd day of March 1902 by said Commissioners under provisions of Section 113 of Chapter 225 of Revised Laws and it further appears that said James O'Donnell has been convicted of a crime punished by imprisonment; it is now ordered by said Commissioners that the said permit be revoked.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

April Meeting 1902.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, April 18th, 1902.

Order revoking permit
to be at liberty
Thomas M^cCarty

WHEREAS, it has been made to appear to said Commissioners that Thomas McCarty of Springfield in said county, sentenced to the House of Correction in said county, on the 14th day of May 1900, by the Superior Court for said county and whereas it further appears that a written permit to be at liberty was issued to the said Thomas M^cCarty on the 3rd day of March 1902 by said Commissioners under provisions of Section 113 of Chapter 225 of Revised Laws and it further appears that said Thomas M^cCarty has been convicted of a crime punished by imprisonment; it is now ordered by said Commissioners that the said permit be revoked.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred and fifty thousand dollars (\$ 150,000.00) for the county of Hampden, the same is apportioned upon the several cities and towns in said county, in manner following:-

County Tax Assessed.

Agawam	\$ 1,489.77
Blandford	467.38
Brimfield	438.17
Chester	788.70
Chicopee	9,756.66
East Longmeadow	525.80
Granville	379.74
Hampden	408.96
Holland	87.63
Holyoke	39,581.29
Longmeadow	963.97
Ludlow	1,606.61
Monson	2,015.57
Montgomery	146.06
Palmer	3,067.17
Russell	467.38
Southwick	525.80
Springfield	72,385.61
Tolland	146.06
Wales	292.11
Westfield	8,500.50
West Springfield	5,141.15
Wilbraham	817.91

\$ 150,000.00

And warrants have been issued dated April 26, nineteen hundred and two, directed to the Selectmen or Assessors of the several towns and cities in said county directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Walter Morse
released from Truant
School on parole

Hampden, ss.

Commonwealth of Massachusetts.
County Commissioners' Meeting,

April 22d, 1902.

To all persons to whom these presents shall come:-

GREETING:-

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Walter Morse, of Holyoke, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Walter Morse be permitted to go on his parole during the remainder of his said sentence.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Mayor & Aldermen of
Springfield, Petrs.
for widening of
Bridge at Plainfield
St. across the
tracks of Boston &
Maine Railroad.

21.

To the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the city of Springfield, in said county, respectfully represent that there is in said Springfield a street called Plainfield street which has recently been ordered widened. That said Plainfield street crosses the tracks of the Connecticut River Railroad, leased by the Boston and Maine Railroad Company, by an overhead bridge which is narrow and inadequate to the needs of the public.

Your petitioners request that your Honorable Board take such action as will result in the provision of a wider bridge at said crossing and make such decrees and orders in the premises as may be necessary.

Ralph W. Ellis, Mayor

Fred. O. Clapp	}	Aldermen	(H. H. Bosworth
H. W. Fitch			(A. G. Bennett Jr.
N. L. Byron			(E. E. Stone
William W. Tapley			

Mayor and Aldermen of the City of Springfield

By E. A. Newell, Clerk.

By Henry A. King, City Solicitor.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, June 17th, 1902.

On the petition of the Mayor and Aldermen of the city of Springfield a street called Plainfield street which has recently been widened; that said Plainfield street crosses the tracks of the Connecticut River Railroad, leased by the Boston and Maine Railroad Company, by an overhead bridge which is narrow and inadequate to the needs of the public; and praying said Commissioners to take such action as will result in the provision of a wider bridge at said crossing and make such decrees and orders in the premises as may be necessary, as by said petition on file will more fully appear.

Book of Plans 3,
Page 42.

Said petition was entered on the eighth day of May, nineteen hundred and two, and on the twelfth day of said May said Commissioners caused due notice to be given to all persons and corporations interested of the time and place when and where they should meet for the purpose of viewing the premises and hearing the parties, as by said notice on file will fully appear.

And now, on this seventeenth day of June, nineteen hundred and two, said Commissioners make return of their proceedings in the premises as follows The County Commissioners for said county, having given notice as the law directs, met at the Court House in Springfield, in said county, on Friday, the thirteenth day of June current, when the premises were examined and the parties fully heard, and after due deliberation, said Commissioners decided that said alterations are necessary, and prescribed the manner and limits within which they shall be made to be as follows Beginning at a stone monument on the northerly side and at the westerly terminus of Plainfield street as laid out and established in 1901 by the city of Springfield, it being in the easterly line of land owned by the Connecticut River Railroad Company and running from thence westerly in a straight line being a continuation of the northerly line of said Plainfield street as laid out aforesaid about one hundred and thirty-eight (138) feet to a stone monument; thence northeasterly and turning to the right in a curved line of one hundred and fifty-five (155) feet radius and to which the preceding straight line is a tangent, one hundred and thirty-seven and twenty-six hundredths (137.26) feet to a stone monument in the present easterly line of said Plainfield street, twenty-one and thirty-one hundredths (21.31) feet northerly by said easterly line of said Plainfield street from a stone monument therein; said last named monument being at the northerly termination of a curve forming a part of the present northerly line of said Plainfield street westerly of and adjacent to the crossing of the said Connecticut River Railroad; thence southerly and easterly on the present line of said Plainfield street to the easterly line of land of said Connecticut River Railroad; thence northeasterly about sixteen and one-half (16 1/2) feet to the place of beginning.

The bridge at this crossing shall be widened sixteen and one-half (16 1/2) feet on the northerly side of the old structure and the new portion of the abutments shall be built in a substantial manner. Suitable approaches shall be made to said bridge.

A plan of said alteration is filed herewith and made a part of this decree.

Joel H. Hendrick, Esq. being disqualified by reason of residence, Harrison Loomis, Esq. Associate Commissioner, was called in and acted in his stead.

W. H. Brainerd }
J. M. Sickman } County Commissioners.

Harrison Loomis, Associate Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

County Treasurer
authorized to pay
certain sums for
land taken for
Truant School.

Hampden, ss.

Commonwealth of Massachusetts.
County Commissioners' Meeting,

April 23, 1902.

VOTED:

That the county treasurer is authorized to pay to Joseph T. Lodge \$ 500., Bridget A. Sullivan \$ 300., Wallace M. Burt \$ 200., Ellie Reagan \$ 250. and Catherine Tucker \$ 365. making a total of \$ 1615. for land taken for the purposes of the truant school, said sums to be paid upon receipt of good and sufficient deeds of said land. Said money to be taken out of the truant school appropriation for said county.

J. H. Hendrick }
J. M. Sickman } County Commissioners.

D E E D

JOSEPH T. LODGE
to
COUNTY of HAMPDEN

KNOW ALL MEN BY THESE PRESENTS that I, JOSEPH T. LODGE of Chicopee Hampden County, Massachusetts in consideration of One Dollar and other valuable considerations paid by The COUNTY of HAMPDEN, Commonwealth of Massachusetts the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said County of Hampden a body politic and corporate in said Commonwealth

A certain parcel of land situated in Springfield in said County and bounded and described as follows, to wit:-

Beginning at a point on the Northerly side of Miller street one hundred and sixteen and 37/100 (116.37) feet Easterly from its intersection with the Easterly side of Armory street, and running from thence Northerly one hundred (100) feet to land of Hampden County: thence Easterly on said County's land one hundred ten (110) feet: thence Southerly one hundred (100) feet to the Northerly side of Miller street: thence Westerly on said Northerly side of said Miller street one hundred ten (110) feet to the point of beginning.

Being Lots Nos. 3 and 4 as shown on plan of Lots recorded in Hampden Registry of Deeds in book 1, of Plans, page 163 to which reference is made.

Said land is conveyed subject to the restriction that no building shall be put upon said lots nearer than fifteen (15) feet to the Northerly side of said Miller street.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances, that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons

IN WITNESS WHEREOF I the said JOSEPH T. LODGE (unmarried) hereto

set my hand and seal this twenty-fourth day of April in the year one thousand nine hundred and two

Signed, sealed and delivered)

in presence of

James H. Loomis

JOSEPH T. LODGE (Seal)

Commonwealth of Massachusetts.

Hampden, ss. April 24, 1902. Then personally appeared the above-named JOSEPH T. LODGE and acknowledged the foregoing instrument to be his free act and deed, before me-

JAMES H. LOOMIS

Justice of the Peace.

April 25, 1902. 3 h 40 m P.M. Received and entered with Hampden Co. Deeds, libro 642 folio 418.

Attest: JAMES R. WELLS Register.

KNOW ALL MEN BY THESE PRESENTS, that I, CATHERINE TUCKER, of Springfield in the County of Hampden and Commonwealth of Massachusetts in consideration of one dollar paid by the County of Hampden, a body politic and corporate, in said Commonwealth, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said County of Hampden, a certain lot of land, situated in said Springfield, bounded and described as follows:- beginning at the point of intersection of the Easterly side of Armory Street with the Northerly side of Miller Street, and running thence Northerly on said Armory Street fifty and 5/100 (50.05) feet to land of Bridget A. Sullivan; thence Easterly on said land of Sullivan one hundred and eighteen and 5/10 (118.5) feet to land of Joseph T. Lodge; thence Southerly on said land of Lodge fifty (50) feet to Miller Street; and thence Westerly on said Miller Street one hundred and sixteen and 37/100 (116.37) feet to the place of beginning.

Being Lot No. 2 (two) on Plan of Lots recorded in the Hampden County Registry of Deeds in Book of Plans 1 page 163, and subject to the restriction that no building shall be put on said lot nearer to Armory Street than fifteen (15) feet.

Being the same premises conveyed to me by Susie J. Miller by deed dated August 12th 1899 recorded in said Registry in Book 592 page 333.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances, except said restriction, that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons

D E E D

CATHERINE TUCKER

to

COUNTY of HAMPDEN

except as aforesaid;

And for the consideration aforesaid I, PATRICK TUCKER, husband of the said CATHERINE TUCKER hereby release unto the grantee and its assigns all right of or to both CURTESY and HOMESTEAD in the granted premises.

IN WITNESS WHEREOF we the said CATHERINE TUCKER and PATRICK TUCKER hereunto set our hands and seals this twenty-sixth day of April in the year one thousand nine hundred and two.

Signed and sealed in presence of	{	
Katherine Tucker by P.T.		CATHERINE ^{her} (X) TUCKER (Seal) mark
Henry G. Whitman by		PATRICK TUCKER (Seal)
Cath. T. by her mark		

Commonwealth of Massachusetts.

Hampden, ss. April 26th 1902. Then personally appeared the above-named CATHERINE TUCKER and acknowledged the foregoing instrument to be her free act and deed, before me

HENRY G. WHITMAN
Justice of the Peace.

April 26, 1902, 10 h 20 m A.M. Received and entered with Hampden County Deeds, libro 642 folio 419.

Attest: JAMES R. WELLS Register.

D E E D

ELLIE T. REAGAN
to
COUNTY of HAMPDEN

KNOW ALL MEN BY THESE PRESENTS, that I, ELLIE T. REAGAN of Springfield, Hampden County, Massachusetts in consideration of one dollar paid by the COUNTY of HAMPDEN, a body politic and corporate, in said Commonwealth of Massachusetts, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said County of Hampden a certain lot of land situated in said Springfield, bounded and described as follows:- beginning at a point on the Northerly side of Miller Street distant two hundred and twenty-six and 37/100 (226.37) feet Easterly from its intersection with the Easterly line of Armory Street; and running thence Northerly at right angles with Miller Street one hundred (100) feet to land of the grantee; thence Easterly on said land of the grantee fifty-five (55) feet; thence Southerly one hundred (100) feet, at right angles with said Miller Street to said Street; and thence Westerly on said Street fifty-five (55) feet to the place of beginning.

Being the Lot No. 5 (five) on Plan of Lots recorded in the Hampden County Registry of Deeds in Book 1 of Plans page 163 and subject to the restriction that no building shall be put on said lot nearer to the Northerly side of Miller Street than fifteen feet.

Being the same premises conveyed to me by Susie J. Miller by deed dated August 12th 1899, recorded in the Hampden County Registry of Deeds in Book 596 page 26, in which deed I was named "Ellie Reagan".

TO HAVE AND TO HOLD the granted premises, with all the privileges

and appurtenances thereto belonging to the said County of Hampden and its assigns, to their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances, except said restriction; that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons except as aforesaid.

IN WITNESS WHEREOF I the said ELLIE T. REGAN (unmarried) also known as ELLIE T. REGAN hereunto set my hand and seal this thirtieth day of April in the year one thousand nine hundred and two.

Signed and sealed in presence of

Henry G. Whitman

{ ELLIE T. REGAN (Seal)

Commonwealth of Massachusetts.

Hampden, ss. April 30th, 1902. Then personally appeared the above-named ELLIE T. REGAN otherwise known as ELLIE T. REGAN and acknowledged the foregoing instrument to be her free act and deed, before me

HENRY G. WHITMAN Justice of the Peace.

May 1, 1902, 2 h 50 m P.M. Received and entered with Hampden County Deeds, libro 644 folio 115.

Attest: JAMES R. WELLS Register.

KNOW ALL MEN BY THESE PRESENTS, that I, WALLACE M. BURT of Springfield, Hampden County, Massachusetts in consideration of one dollar and other valuable considerations paid by COUNTY of HAMPDEN a body politic and corporate in said Commonwealth the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said County of Hampden a certain tract or parcel of land situated in said Springfield and bounded and described as follows to wit:-

Beginning at a point on the Northerly side of Miller Street two hundred eighty-one and 37/100 (281.37) feet Easterly from its intersection with the Easterly side of Armory Street and running from thence Northerly one hundred (100) feet to other land of said County of Hampden; thence Easterly on said land of said County of Hampden fifty-five (55) feet; thence Southerly one hundred (100) feet to the Northerly side of said Miller Street; thence Westerly on said Northerly side of said Miller Street fifty-five (55) feet to the point of beginning, hereby intending to convey lot number six (6) as shown on plan of lots recorded in Hampden Registry of Deeds in Book one (1) of Plans, page one hundred sixty-three (163) to which plan and the record thereof reference is hereby made for a more particular description.

Said lot is conveyed subject to the restriction that no building shall be put upon the lot nearer than fifteen (15) feet to the Northerly side of said Miller Street.

TO HAVE AND TO HOLD the granted premises, with all the privileges

DEED

WALLACE M. BURT

to

COUNTY of HAMPDEN

and appurtenances thereto belonging, to the said County of Hampden and its assigns, to their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee hereof and its heirs and assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances, except said restriction that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors and administrators shall WARRANT AND DEFEND the same to the grantee and its heirs and assigns forever against the lawful claims and demands of all persons.

And for the consideration aforesaid I, BERTHA C. BURT wife of the said WALLACE M. BURT hereby release unto the grantee and its heirs and assigns all right of or to DOWER and HOMESTEAD in the granted premises.

IN WITNESS WHEREOF we the said WALLACE M. BURT and BERTHA C. BURT hereunto set our hands and seals this fifth day of May in the year one thousand nine hundred and two.

Signed and sealed in presence of

J. Woodbridge Smith

Lillian M. Clarke

WALLACE M. BURT (Seal)

BERTHA C. BURT (Seal)

Commonwealth of Massachusetts.

Hampden, ss. May 5th, 1902. Then personally appeared WALLACE M. BURT the above-named Grantor and acknowledged the foregoing instrument to be his free act and deed, before me.

J. WOODBRIDGE SMITH Justice of the Peace.

May 5, 1902 11 h 02 m A.M. Received and entered with Hampden County deeds, Book 644, Page 149.

Attest: JAMES R. WELLS Register.

County Treasurer
authorized to borrow
on account of con-
struction of new
bridge.

Hampden, ss. Commonwealth of Massachusetts.
County Commissioners' Meeting, June 4, 1902. No. 2
VOTED, That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Springfield and West Springfield under the provisions of chapter 458 of the Acts of 1900 and any amendment thereto, the sum of sixteen hundred dollars, and to execute and deliver a note to that amount payable on demand to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

Accounts.
\$ 12,789.52

Sundry accounts being presented, are allowed, and the same amounting to the sum of twelve thousand seven hundred and eighty-nine dollars and fifty-two cents are ordered to be paid from the county treasury.

Hampden, ss. June 17th, 1902.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-fourth day of said month, and by adjournment on the second, fifth and twenty-fourth days of July, and by adjournment on the sixth day of August, and by adjournment on the third day of September and by adjournment on the first day of October, in the year of our Lord one thousand nine hundred and two.

Present, William H. Brainerd, Esq. Chairman	} County Commissioners
Joel H. Hendrick, Esq.	
James M. Sickman, Esq.	

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the County Commissioners of the County of Hampden.
Petition of the Boston and Albany Railroad Company.

Your petitioner respectfully represents that it is a railroad corporation duly organized under the laws of said Commonwealth, and that for depot or station purposes and for one or more new tracks, it requires certain additional parcels of land in the town of West Springfield in said county, outside the limits of its fixed route and adjacent to other land occupied by said Corporation by a track or tracks already in use, and that these parcels of land are bounded and described as follows:-

1. A certain parcel of land on the northwesterly side of the public way known as Cold Spring Avenue, bounded beginning at a stone monument set in the ground at the intersection of the dividing line between land now or formerly of Albert W. Lincoln and land formerly of Margaret A. Shea with the northwesterly line of said Cold Spring Avenue; thence running north $35^{\circ} 14'$ west by land formerly of said Shea three hundred and thirty-eight and fifty-two one-hundredths ($338 \frac{52}{100}$) feet to land of the petitioner; thence running north $48^{\circ} 34'$ east by land of the petitioner seven and seven one-hundredths ($7 \frac{7}{100}$) feet; thence running south $71^{\circ} 3'$ east by land of the petitioner four hundred and sixteen and ninety-two one-hundredths ($416 \frac{92}{100}$) feet to the said northwesterly line of said Cold Spring Avenue; thence running south $54^{\circ} 29' 30''$ west by the said northwesterly line of said Cold Spring Avenue two hundred and fifty-one (251) feet to the place of beginning; containing about forty-three thousand five hundred and seven (43507) square feet; as shown within the lines shaded red upon a plan filed herewith entitled "Plan of Land in West Springfield, Mass., Required by The Boston and Albany Railroad Company for Railroad Purposes", dated March, 1902, and signed by Walter Shepard, Chief Engineer.
2. A certain parcel of land lying within the limits of said Cold Spring Avenue and bounded southeasterly by the centre line of said Avenue; southwesterly by the

Boston & Albany Railroad Co. Petr. to take land for Depot purposes.

17.

Book of Plans 3,
Page 27.

dividing line between land now or formerly of Albert W. Lincoln and land formerly of Margaret A. Shea, extended southeasterly; northwesterly by the northwesterly line of said Avenue; and northeasterly by the land and location of the petitioner; which parcel of land is shown within the lines shaded yellow upon said plan filed herewith.

That it is unable to obtain said parcels of land or either of them by agreement with the owner; that the legal title to said land is supposed to be either in Albert W. Lincoln of Springfield in said county, or in Cora L. Blair of Northampton in the county of Hampshire in said Commonwealth.

WHEREFORE it prays your Honorable Board to prescribe the limits within which said land may be taken without the permission of the owner, after due proceedings had in the premises.

The Boston and Albany Railroad Company,
By Samuel Hoar, General Counsel.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and one, and was continued to the April meeting, in the year nineteen hundred and two, and due proceedings having been had thereon, the County Commissioners filed the following decree as to the first parcel of land, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. April 18th, 1902.

W h e r e a s, upon the petition of the Boston and Albany Railroad Company, heretofore presented, representing that for depot or station purposes and for one or more new tracks, it requires certain additional parcels of land in the town of West Springfield, in said county, outside the limits of its fixed route and adjacent to other land occupied by said Corporation by a track or tracks already in use; that it is unable to obtain said parcels of land or either of them by agreement with the owner; that the legal title to said land is supposed to be either in Albert W. Lincoln of Springfield, in said county, or in Cora L. Blair of Northampton, in the county of Hampshire; all of which appears by said petition on file.

In accordance with said petition, after due notice to the owners of the land, the County Commissioners met, and after a hearing and due consideration thereof, at which hearing said Albert W. Lincoln was present, said Commissioners now make this decree in relation to the first parcel of land described in the petition, reserving for the present their decision in relation to the second parcel of land therein described.

Said Commissioners find that the petitioner, the Boston and Albany Railroad Company requires said first parcel of land, which is outside the limits of its fixed route and adjacent to other land occupied by it by tracks already in use, for depot or station purposes and for one or more new tracks; and that it is unable to obtain the same by agreement with the owner; and they prescribe and decree that the petitioner may take

said parcel of land in the manner provided by law, without the permission of the owner, within the following limits, to wit all that parcel of land situated in the town of West Springfield in said county of Hampden, bounded northerly by the southerly side line of the Boston and Albany Railroad location, there measuring about four hundred and fifteen and seven one-hundredths ($415 \frac{7}{100}$) feet; southeasterly by the northwesterly side line of the public way known as Cold Spring Avenue, there measuring about two hundred and fifty-one (251) feet; southwesterly by land of the Boston and Albany Railroad Company formerly of Margaret A. Shea, there measuring about three hundred and thirty-six and seventy-three one-hundredths ($336 \frac{73}{100}$) feet; and northwesterly by land of the Boston and Albany Railroad Company about nine and seven tenths ($9 \frac{7}{10}$) feet; said parcel containing about one acre and being shown upon a plan filed herewith and made a part of this decree, entitled "Plan of Land in West Springfield, Massachusetts, Required by the Boston and Albany Railroad Co. for Railroad Purposes", dated March, 1902, and signed by Walter Shepard, Chief Engineer.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

And this petition was continued to this meeting, and now the County Commissioners file a decree as to the second parcel of land, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 5th, 1902.

W h e r e a s, upon the petition of the Boston and Albany Railroad Company, heretofore presented, representing that for depot or station purposes and for one or more new tracks, it requires certain additional parcels of land in the town of West Springfield, in said county, outside the limits of its fixed route and adjacent to other land occupied by said Corporation by a track or tracks already in use; that it is unable to obtain said parcels of land or either of them by agreement with the owner; that the legal title to said land is supposed to be either in Albert W. Lincoln of Springfield, in said county, or in Cora L. Blair of Northampton, in the county of Hampshire; all of which appears by said petition on file.

A n d W h e r e a s, in accordance with said petition, after due notice to the owners of the land, the County Commissioners met, and after a hearing and due consideration thereof, at which hearing said Albert W. Lincoln was present, said Commissioners, on the 18th day of April, 1902, made a decree heretofore filed in relation to the first parcel of land described in the petition, reserving their decision in relation to the second parcel of land therein described.

It now appearing that said town of West Springfield on June 25, 1902, discontinued that portion of the public way known as Cold Spring Avenue which lay between the southerly sideline of the location of the Boston and Albany Railroad filed with the Hampden County Commissioners October 11, 1883, and a line parallel therewith and distant two hundred

and seventy-five and six-tenths ($275 \frac{6}{10}$) feet southerly therefrom, measured at right angles therewith, as will more fully appear by a certified copy of the action of said town in relation thereto hereto annexed, said Commissioners now make this decree in relation to the second parcel of land described in the petition.

Said Commissioners find that the petitioner, The Boston and Albany Railroad Company requires said second parcel of land, which is outside the limits of its fixed route and adjacent to other land occupied by it by tracks already in use, for depot or station purposes and for one or more new tracks; and that it is unable to obtain the same by agreement with the owner; and they prescribe and decree that the petitioner may take said parcel of land in the manner provided by law without the permission of the owner, within the following limits, to wit:- all that parcel of land situated in said town of West Springfield and bounded northerly by the southerly side line of the Boston and Albany Railroad location, there measuring about seventeen and two-tenths ($17 \frac{2}{10}$) feet; southeasterly by land of The Boston and Albany Railroad Company, formerly of John J. Caldon, there measuring about two hundred and sixty-one (261) feet; southwesterly by land of The Boston and Albany Railroad Company, formerly of Margaret A. Shea, there measuring about fourteen (14) feet; and northwesterly by the northwesterly side line of the public way known as Cold Spring Avenue as it formerly existed, there measuring about two hundred and fifty-one (251) feet; said land being within the limits of that portion of said public way lately discontinued by the Town of West Springfield; and being shown upon the plan filed with the decree of said Commissioners dated April 18, 1902, upon said petition, and entitled "Plan of Land in West Springfield, Massachusetts, Required by The Boston and Albany Railroad Co. for Railroad Purposes", dated March, 1902, and signed by Walter Shepard, Chief Engineer.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

At a legal meeting of the inhabitants of the Town of West Springfield duly warned as required by law, and held on the twenty-fifth day of June 1902 under the following article in the warrant for calling the same, to wit:

Article 2. "To see if the town will vote to discontinue that portion of the town way known as Cold Spring Ave., which lies between the southerly side line of the location of the Boston & Albany Railroad filed with the Hampden County Commissioners Oct. 11, 1883, and a line parallel therewith and distant two hundred & seventy-five and six tenths ($275 \frac{6}{10}$) feet southerly therefrom measured at right angles therewith, or take any other action in regard to that portion of said way."

It was voted, "That so much of Cold Spring Ave. otherwise known as the Cold Spring Road, as lies within $275 \frac{6}{10}$ feet southerly of the southerly side line of the location of the Boston & Albany R.R., be, and the same is hereby discontinued."

A true copy from Record.

(L. S.)

Attest: F. H. SIBLEY, Town Clerk.

To the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the City of Springfield, in said county, respectfully represent that there is in said Springfield a street called Berkshire street. That said Berkshire street crosses the tracks of the Boston and Albany Railroad, leased by the New York Central and Hudson River Railroad Company, by an overhead bridge which is narrow and inadequate to the needs of the public.

Your petitioners request that your Honorable Board take such action as will result in the provision of a wider bridge at said Crossing and make such decrees and orders in the premises as may be necessary.

Ralph W. Ellis, Mayor.

Fred. O. Clapp

William W. Tapley }

H. W. Fitch

H. H. Bosworth }

Aldermen.

N. L. Byron

A. G. Bennett Jr. }

Mayor and Aldermen of the City of Springfield.

By E. A. Newell, Clerk.

By Henry A. King, City Solicitor.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and two, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

June 24th, 1902.

On the petition of the Mayor and Aldermen of the City of Springfield in said county, representing that there is in said Springfield a street called Berkshire street; that said Berkshire street crosses the tracks of the Boston and Albany Railroad, leased by the New York Central and Hudson River Railroad Company, by an overhead bridge which is narrow and inadequate to the needs of the public, and praying said Commissioners to take such action as will result in the provision of a wider bridge at said crossing and make such decrees and orders in the premises as may be necessary, as by said petition on file will more fully appear.

Said petition was entered on the eighth day of May, nineteen hundred and two, and on the twelfth day of said May said Commissioners caused due notice to be given to all persons and corporations interested of the time and place when and where they should meet for the purpose of viewing the premises and hearing the parties, as by said notice on file will fully appear.

And now on this twenty-fourth day of June, nineteen hundred and two, said Commissioners make return of their proceedings in the premises as follows:-

Mayor & Aldermen of
Springfield, Petrs.
for widening of
Bridge at Berkshire
St. across tracks of
Boston & Albany R.R.

19.

Book of Plans 3,

Page 43

The County Commissioners for said county, having given notice as the law directs, met at the Court House in Springfield, in said county, on Friday, the thirteenth day of June current, when the premises were examined and the parties fully heard, and after due deliberation, said Commissioners decided that said alterations are necessary, and prescribed the manner and limits within which they shall be made to be as follows:-

The bridge at this crossing and the approaches thereto shall be widened three feet on each side of the present structure, and the wing-walls of the abutments shall be extended a sufficient length to protect the slopes of the approaches.

The head room under the bridge not to be diminished.

A plan of said alteration is filed herewith and made a part of this decree.

Joel H. Hendrick, Esq., being disqualified by reason of residence, Harrison Loomis, Esq. Associate Commissioner, was called in and acted in his stead.

W. H. Brainerd }
J. M. Sickman } County Commissioners.

Harrison Loomis, Associate Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

J. B. Burbank awarded contract for removing

June 24, 1902.

Offal at Jail

J. B. Burbank was awarded the contract for removing the Offal from the Jail for the year commencing July fifth, nineteen hundred and two, for one hundred and four dollars, (\$ 104.) payable in advance.

County Treasurer
authorized to transfer from general
fund to Sinking Fund

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, July 5th, 1902.

To M. WELLS BRIDGE, Treasurer of Hampden County:-

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to your account as Treasurer of the Sinking Fund of said county, the sum of fifteen thousand dollars (\$15,000.00) and to hold the same subject to order from the Commissioners of the Sinking Fund of said county.

W. H. Brainerd }
J. H. Hendrick } County Commissioners of
J. M. Sickman } Hampden county.

June Meeting 1902.

302

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, July 5th, 1902.

To M. WELLS BRIDGE, Treasurer of Hampden County:-

You are hereby authorized to purchase for the Sinking Fund of Hampden County, at par, with accrued interest, not more than seventeen (17) Hampden County bonds, of One Thousand (1000) dollars each.

W. H. Brainerd	}	Commissioners of Hampden County Sinking Fund.
J. H. Hendrick		
J. M. Sickman		

County Treasurer
authorized to purchase
Hampden County bonds

The sum of six hundred and thirty-three dollars and ninety-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to Sheep.

Sundry accounts being presented, are allowed, and the same amounting to the sum of twenty-one thousand seven hundred and fourteen dollars and fourteen cents are ordered to be paid from the county treasury.

Accounts.
\$ 21,714.14

Hampden, ss. October 1st, 1902.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the seventh day of said month, and by adjournment on the fourteenth and sixteenth days of said month, and by adjournment on the fifth day of November, and by adjournment on the third, thirteenth and seventeenth days of December, in the year of our Lord one thousand nine hundred and two.

Present, William H. Brainerd, Esq. Chairman)

Joel H. Hendrick, Esq.

James M. Sickman, Esq.

County
Commissioners.

Mayor & Aldermen of
Springfield, Petrs.
to extend King St.
across tracks of
Highland Division
of New York, New
Haven & Hartford
Railroad Company

20.

To the County Commissioners of the County of Hampden:

Your petitioners, the Mayor and Aldermen of the city of Springfield in said county, respectfully represent that there is in said Springfield a street called King street which extends easterly from Eastern Avenue to Logan street near the tracks of the Highland division of the New York, New Haven and Hartford Railroad Company, and that public convenience and necessity require that said King street be extended across the tracks of said Railroad Company.

Your petitioners request that your Honorable Board take such action as will result in the extension of said King street across said railroad tracks and make such decrees and orders in the premises as may be necessary.

Ralph W. Ellis Mayor

Fred. O. Clapp

H. W. Fitch

N. L. Byron

William W. Tapley

H. H. Bosworth

Paul R. Hawkins

A. G. Bennett Jr.

Aldermen

Mayor and Aldermen of the City of Springfield

By E. A. Newell Clerk

By Henry A. King City Solicitor.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and two, and due proceedings having been had thereon, the County Commissioners filed the following interlocutory decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. June 13th, 1902.

On the petition of the Mayor and Aldermen of the city of Springfield, in said county, setting forth that there is in said Springfield

a street called King street, which extends easterly from Eastern Avenue to Logan street near the tracks of the Highland Division of the New York, New Haven and Hartford Railroad Company, and that public convenience and necessity require that said King street be extended across the tracks of said Railroad Company, and requesting that said County Commissioners take such action as will result in the extension of said King street across said railroad tracks and make such decrees and orders in the premises as may be necessary.

Upon said petition, due notice having been given to all persons interested, and a full hearing having been had, it is now adjudged by said County Commissioners that public necessity requires said crossing at the same level.

Joel H. Hendrick, Esq., County Commissioner, being disqualified to act on account of residence, Harrison Loomis, Esq., Associate Commissioner, was called in and acted in his stead.

W. H. Brainerd }
J. M. Sickman } County Commissioners.

Harrison Loomis, Associate Commissioner

And said petition was continued from meeting to meeting to this meeting and now the County Commissioners file the following final decree, to wit:
Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the county of Hampden, held at Springfield in said county, on the thirteenth day of June, in the year of our Lord 1902.

On the petition of the Mayor and Aldermen of Springfield, then presented to said Commissioners, representing and setting forth that the public convenience and necessity require that a highway should be laid out across the Highland Division of the New York, New Haven & Hartford Railroad Company, at a point where King street would cross the tracks of the said Highland Division of the said New York, New Haven & Hartford Railroad Company, if it were extended easterly from Logan street; and praying that said County Commissioners would take such action in the premises as would result in the extension of said King street across said Railroad tracks, and would make such decrees and orders in the premises as might be necessary, as by said petition on file will more fully appear.

It appearing that all persons and corporations interested therein were duly notified of the time and place of said hearing, and the said County Commissioners having heard all parties interested; and it appearing that public necessity requires that the prayer of said petition should be granted, and the Board of Railroad Commissioners having in writing consented to said crossing at the same level, the said County Commissioners do now, on this seventeenth day of December in the year 1902, adjudge that public convenience and necessity require that the prayer of the petition be granted and the said city of Springfield is hereby authorized to lay out a highway as prayed for, and in such manner

so as not to injure or obstruct said Railroad, and otherwise in conformity with the provisions of sections 130 and 128 of chapter 111 of the Revised Laws; and it is hereby decreed that the said city of Springfield be specially authorized to construct said way and street over said Railroad at the same level.

Harrison Loomis, Esq., Special Commissioner, acted in place of J. H. Hendrick, Esq., who was disqualified by residence.

W. H. Brainerd }
J. M. Sickman } County Commissioners
Harrison Loomis special Commissioner

O. W. Sanford et als.
Petr. for relocation
of highway in West-
field, "Southwick
Road".

22.

To the Honorable the County Commissioners of the County of Hampden.

The undersigned Citizens of the Towns of Westfield and Southwick, County of Hampden Commonwealth of Massachusetts, Respectfully represent that there is a highway known as the Southwick Road in said Towns of Westfield and Southwick, running from the Town of Southwick to South Maple street in the town of Westfield. That a portion of said highway, to wit: the portion that crosses Little River, so-called, is not in proper repair for the safety and convenience of the traveling public and that the Town of Westfield refuses to take any action regarding the same. Therefore we respectfully petition your board to view said highway and take such action as may seem fit to your honorable body regarding the relocation of said portion of said highway.

Westfield, Mass., June 14th, 1902.

O. W. Sanford and others, Petitioners

The foregoing petition was entered at a meeting of the County commissioners holden at Springfield, within and for said county, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and two, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given. And said petition was continued to this meeting, and now it is ordered that said petition be dismissed.

Patrick Mitchell
released from Truant
School on parole.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. October 7, 1902.

To all persons to whom these presents shall come:- GREETING:-

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Patrick Mitchell of Holyoke, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Patrick Mitchell be permitted to go on his parole during the remainder of his said sentence.

W. H. Brainerd }
J. H. Hendrick } County
J. M. Sickman } Commissioners.

October 7, 1902. Contract awarded Charles A. Wright for furnishing the Jail and the House of Correction with provisions for the year ensuing:-

Corned beef, per 100 lbs. \$ 4.70
Salt pork, .10 1/4 cents, per lb.

Contract awarded Chas. A. Wright for furnishing Jail and House of Correction with provisions.

KNOW ALL MEN BY THESE PRESENTS

that The INHABITANTS of the TOWN of WESTFIELD a municipal corporation in the County of Hampden and Commonwealth of Massachusetts in consideration of One Dollar paid by The INHABITANTS of the COUNTY of HAMPDEN in said Commonwealth the receipt whereof is hereby acknowledged, do hereby remise, release, and forever QUITCLAIM unto the said Grantee a triangular tract of land situated in said Westfield lying Easterly from Montgomery Street and adjoining land of the New Haven and Northampton Company and being the Southerly portion of the Old School House Lot and bounded and described as follows

Easterly by land of said Company - Southwesterly by land of the Trustees of the Sinking Fund of said County of Hampden and Northerly by part of said School House Lot, and being the same premises described in a deed recorded in the Registry of Deeds for said County in Book 558 Page 453 and in Book 659 Page 1 to which reference may be had for a more particular description thereof.

The purpose of this deed being to convey to the said Grantee all the right title and interest in and to the above described land in accordance with a vote of the Inhabitants of said Town of Westfield as recorded in said Registry in Book 659 Page 1.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging, to the said Inhabitants of the County of Hampden and their successors and assigns, to their own use and behoof forever.

IN WITNESS WHEREOF the said INHABITANTS of the TOWN of WESTFIELD by their Selectmen duly authorized hereto by vote as recorded in said Registry in Book 659 Page 1 hereunto set its hand this sixth day of October in the year one thousand nine hundred and two and affixed the corporate Seal of said Town of Westfield.

Signed and sealed in presence of	JAMES H. CLARK	} Selectmen of Town of Westfield. (L.S.)
Arthur E. Green	Wm. SETH BUSH	
Henry Fuller	GEO. H. LOCMIS	

Commonwealth of Massachusetts.

Hampden, ss. October 6, 1902. Then personally appeared the above-named JAMES H. CLARK, WILLIAM SETH BUSH and GEORGE H. LOCMIS and acknowledged the foregoing instrument to be their free act and deed, and the free act and deed of the INHABITANTS of the TOWN of WESTFIELD

D E E D
INHABITANTS of the
TOWN of WESTFIELD
to
INHABITANTS of the
COUNTY of HAMPDEN

and as Selectmen of said Town before me -

HENRY FULLER

Justice of the Peace.

Oct. 8, 1902 11 h. 40 m. A.M. Received and entered with
Hampden County Deeds, libro 652 folio 208.

Attest:

JAMES R. WELLS Register.

Order to purchase
Hampden County
Bonds.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. October 14th, 1902.

To M. Wells Bridge, Treasurer of Hampden County:-

You are hereby authorized to purchase for the Sinking Fund of
Hampden County, at par, with accrued interest, not more than four (4)
Hampden County bonds, of One thousand (1000) dollars each.

W. H. Brainerd	} Commissioners of Hampden County Sinking Fund.
J. H. Hendrick	
J. M. Sickman	

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, November 5, 1902.

Whereas in the judgment of the County Commissioners the interests
of the county of Hampden demand an expenditure in excess of the amount
authorized by law for criminal costs in Superior Court in said county,
said County Commissioners hereby authorize the County Treasurer to
transfer from the miscellaneous account the sum of twenty-five hundred
dollars (\$2500.00) in addition to the amount authorized by law for the
purpose aforesaid.

The reasons for such transfer is that the appropriation authorized
for the purpose aforesaid is exhausted.

W. H. Brainerd	} County Commissioners.
J. H. Hendrick	
J. M. Sickman	

Order revoking
permit to be at
liberty
Mary Ferriter

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 3, 1902.

Whereas, it has been made to appear to said Commissioners that
Mary Ferriter of Springfield in said county, sentenced to the House of
Correction in said county, on the 30th day of December 1901, by the
Police Court of said Springfield and whereas it further appears that a
written permit to be at liberty was issued to the said Mary Ferriter on
the 24th day of November 1902 by said Commissioners under provisions

of Section 113 of Chapter 225 of Revised Laws and it further appears that said Mary Ferriter has been convicted of a crime punished by imprisonment;

It is now ordered by said Commissioners that the said permit be revoked.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 3, 1902.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for highways in said county, said County Commissioners hereby authorize the County Treasurer to transfer the sum of five thousand dollars (\$ 5,000.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

W. H. Brainerd }
J. M. Sickman } County Commissioners.

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, December 3d, 1902.

VOTED,

that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account the amount of the assessment for the year 1900, being the sum of five thousand and sixty-one dollars and four cents, (\$ 5,061.04) together with accrued interest.

W. H. Brainerd }
J. M. Sickman } County Commissioners.

Order to pay State
Treasurer on State
Highway account.

The sum of one hundred and seventy-seven dollars and ninety cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

Accounts
\$ 11,787.72

Sundry accounts being presented, are allowed, and the same, amounting to the sum of eleven thousand seven hundred and eighty-seven dollars and seventy-two cents, are ordered to be paid from the county treasury.

Hampden, ss. December 17th, 1902.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of December, being the twenty-third day of said month and by adjournment on the thirtieth day of said month, in the year of our Lord one thousand nine hundred and two.

Present, William H. Brainerd, Esq. Chairman	} County Commissioners.
Joel H. Hendrick, Esq.	
James M. Sickman, Esq.	

And by adjournment on the seventh, twelfth, fifteenth, twenty-seventh and thirty-first days of January, and by adjournment on the fourth and twenty-eighth days of February and by adjournment on the fourth and thirtieth days of March and by adjournment on the first and sixth days of April, in the year of our Lord one thousand nine hundred and three.

Present, Joel H. Hendrick, Esq. Chairman	} County Commissioners.
James M. Sickman, Esq.	
William H. Brainerd, Esq.	

William H. Brainerd, of Palmer, having been declared by the Board of Examiners elected County Commissioner, for the term of three years, and having been duly sworn, appears on said seventh day of January, and the Board, consisting of William H. Brainerd, Joel H. Hendrick and James M. Sickman, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which Joel H. Hendrick, Esq. has two, and is chosen chairman of the Board for the year ensuing.

To the Honorable Board of County Commissioners:-

The undersigned citizens and taxpayers of Agawam in said county, hereby respectfully pray your Honorable Board to relocate a certain highway in Agawam from a point on Main street near the house of Willis Austin to a point on Bennett street so-called, near the house of Robt. Stride.

Agawam August 8, 1902.

H. E. Madden and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and two, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, December 23d, 1902

H. E. Madden et als.
Petr. for location
of Prince street in
Agawam

23.

Book of Plans 3,
Page 46

For Amendment
see Page 94.

On the Petition of H. E. Madden and others, praying for a highway to be relocated in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixth day of October, A. D. 1902, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested objected, and now said Commissioners relocate said highway in the manner following:-

Beginning at a stone monument on the westerly side of the Agawam Main street and seven and two tenths (7.2) feet northerly of a brown stone monument on the westerly side of said street near the dwelling-house of E. H. Hamblen, and running thence S. $49^{\circ} 45'$ W. six hundred and ninety-two and fourteen hundredths (692.14) feet to a stone monument; thence by a curve to the left with a radius of one hundred and seven and thirty-four hundredths (107.34) feet an arc of one hundred and sixty-nine and fourteen hundredths (169.14) feet to a stone monument; thence S. $40^{\circ} 32'$ E. two hundred and eighty-nine and six tenths (289.6) feet to a stone monument; thence S. $21^{\circ} 29'$ E. three hundred eighty-two and eleven hundredths (382.11) feet to a stone monument in the northerly line of Bennetts Avenue.

The above described line is the south and east line of said street.

The north and west line is described as follows:-

Beginning at a stone monument in the westerly line of Agawam Main street at an angle in said street opposite the dwelling-house of Robert Day, and running thence S. $1^{\circ} 6'$ W. seventy-four and eighteen hundredths (74.18) feet to a stone monument; thence S. $49^{\circ} 45'$ W. five hundred ninety-nine and sixty-four hundredths (599.64) feet parallel to the first course in the first described line and forty-five (45) feet distant therefrom to a stone monument; thence by a curve to the left with a radius of one hundred fifty-two and thirty-four hundredths (152.34) feet, an arc of two hundred forty and five hundredths (240.05) feet to a stone monument. The highway for this course is forty-five (45) feet wide at the beginning and fifty (50) feet wide at the end. Thence S. $40^{\circ} 23'$ E. two hundred thirty-one and two hundredths (231.02) feet to a stone monument; thence S. $21^{\circ} 29'$ E. two hundred seventy-three and four tenths (273.4) feet to a stone monument in the north line of Bennetts Avenue.

The last two courses are parallel to and fifty (50) feet distant from the above described east side.

Stone monuments are set on both sides of the above location, as shown on plan filed in the office of the Clerk of Courts, Hampden County.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To E. H. Hamblen	\$ 100.
J. L. Bosworth	50.
Edward L. Miller	20.
Henry Madden	50.

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Hampden, ss. County Commissioners' Meeting,

December 23, A.D. 1902.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

To the Honorable County Commissioners of the County of Hampden,-

We, the undersigned Inhabitants of the town of Chester respectfully represent that common convenience and necessity require that the highway known as Middlefield street in said Chester be altered and relocated from a point near the dwelling-house of William D. Sanderson to a point near the house of William Stevens, and we hereby petition that said highway be relocated and alterations made in the course thereof between the points above mentioned, and for such further orders and decrees as to your Honorable Board may seem meet and proper.

Chester, Mass. July 26th 1902.

Clayton D. Smith and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and two, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, February 4th, 1903.

On the Petition of Clayton D. Smith and others, praying for a highway to be relocated in Chester. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of November A. D. 1902, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Clayton D. Smith et
als. Petrs. for re-
location of portion
of Middlefield St.
in Chester

24.

Book of plans 3,
Page 49.

Beginning at a stone monument in the division line between land of F. W. Quigley and land of W. D. Sanderson and in the westerly line of the highway as laid out Sept. 1901, (said monument bearing north $31^{\circ} 22' 30''$ west three hundred twenty-three and eighty-four one-hundredths (323.84) feet from a stone monument in the westerly line of location and in the division line between lands of Fred and I. O. Burleigh) thence running north $33^{\circ} 48'$ west along land of said Sanderson two hundred thirty-four and sixty-five one-hundredths (234.65) feet to a stone monument at land of C. H. Knox, thence north $19^{\circ} 46' 10''$ west along land of said Knox one hundred sixty-one and thirty-eight one-hundredths (161.38) feet to a stone monument at land of Wm. Stevens, thence north $1^{\circ} 19'$ east along land of said Stevens one hundred ninety-five and fifty-two one-hundredths (195.52) feet to a stone monument in the westerly line of the highway as laid out Sept. 1901.

The preceding description is for the westerly line of the highway as changed the easterly line commences at a stone monument in the easterly line of the highway as laid Sept. 1901, said monument bearing north $57^{\circ} 24' 45''$ east from the aforementioned monument in the division line between land of F. W. Quigley and land of W. D. Sanderson fifty and one one-hundredths (50.01) feet, thence north $35^{\circ} 00'$ west along land of Gurdon Bill two hundred thirty and ninety-five one-hundredths (230.95) feet to a stone monument, thence north $19^{\circ} 46' 10''$ west along land of said Bill one hundred forty-six and eighty-five one-hundredths (146.85) feet to a stone monument (the highway for the last course is laid forty-five feet wide), thence north $2^{\circ} 52'$ east one hundred eighty-six and sixty-seven one-hundredths (186.67) feet to a stone monument in the easterly line of the highway as laid out in 1901.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To W. D. Sanderson	\$ 100.
C. H. Knox	75.
Wm. Stevens	25.

To be paid to them out of the Town Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway. A plan of said relocation is filed herewith and made a part of this report.

J. H. Hendrick	} County Commissioners.
J. M. Sickman	
W. H. Brainerd	

Hampden, ss. County Commissioners' Meeting, Feb. 4th, A.D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever. Attest:- Robert O. Morris, Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the County Commissioners of the County of
Hampden.-

Petition for Assessment of Damages.

Respectfully represents A. W. Lincoln of Warren, Worcester County,
in the Commonwealth of Massachusetts, that he was seized in fee and pos-
sessed of two certain pieces of real estate in the town of West Spring-
field in said county of Hampden which said parcels of land are bounded
and described as follows:-

1st. A certain parcel of land on the northwesterly side of the
public way known as Cold Spring Avenue, bounded beginning at a stone
monument set in the ground at the intersection of the dividing line be-
tween land now or formerly of Albert W. Lincoln and land formerly of
Margaret A. Shea with the northwesterly line of said Cold Spring Avenue;
thence running north $35^{\circ} 14'$ west by land formerly of said Shea three
hundred and thirty-eight and fifty-two one-hundredths ($338 \frac{52}{100}$) feet
to land of the Boston and Albany Railroad Company; thence running north
 $48^{\circ} 34'$ east by land of the Boston and Albany Railroad Company about
seven and seven one-hundredths ($7 \frac{7}{100}$) feet; thence running south 71°
 $3'$ east by land of the Boston and Albany Railroad Company four hundred
and sixteen and ninety-two one-hundredths ($416 \frac{92}{100}$) feet to the said
northwesterly line of said Cold Spring Avenue; thence running south 54°
 $29' 30''$ west by the said northwesterly line of said Cold Spring Avenue
two hundred and fifty-one (251) feet to the place of beginning contain-
ing about forty-three thousand five hundred and seven (43507) square
feet; as shown within the lines shaded red upon a plan filed on March 13,
1902 with your Honorable Board and entitled "Plan of Land in West Spring-
field, Mass., Required by The Boston and Albany Railroad company for
Railroad Purposes", dated March, 1902, and signed by Walter Shepard,
Chief Engineer.

2nd. A certain parcel of land lying within the limits of said Cold
Spring Avenue, and bounded southeasterly by the centre line of said
Avenue; southwesterly by the dividing line between land now or formerly
of Albert W. Lincoln and land formerly of Margaret A. Shea, extended
southeasterly; northwesterly by the northwesterly line of said Avenue;
and northeasterly by the land and location of the Boston and Albany
Railroad Company; which parcel of land is shown within the lines shaded
yellow upon said plan filed as aforesaid; that The Boston and Albany
Railroad Company petitioned your Honorable Board that it required said
tracts of land for depot or station purposes and for one or more new
tracks and prayed that your Honorable Board would prescribe the limits
within which said land might be taken without the permission of the
owner; that upon due proceedings had in the premises your Honorable
Board did adjudge that the prayer of said petition should be granted
and your Honorable Board did on July 5th 1902 as to the second parcel
and on April 18th 1902 as to the first parcel make a decree and did

A. W. Lincoln
(Petr. for assessment
of damages)

vs.

Boston and Albany
Railroad Co.

25.

prescribe the limits within which said land might be taken by said Boston and Albany Railroad Company.

That your petitioner is aggrieved by said decrees and award and prays that the loss, injury and damage sustained by him by said decree and award be determined by your Honorable Board in accordance with the Revised Laws in such case made and provided.

By his attorney E. H. Lathrop

Oct. 1st, 1902.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and two, when it was ordered that the Commissioners meet for the purpose of acting upon said petition, at the Court House in Springfield, in said county, on Thursday, the sixteenth day of October then current, at two o'clock, P.M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the said Boston and Albany Railroad Company, fourteen days at least before the said sixteenth day of October, that it might appear and be heard upon said petition. And this petition was continued from meeting to meeting to this meeting, and now the Commissioners make the following award.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. February 4th, 1903

On the petition of A. W. Lincoln for assessment of damages vs. the Boston and Albany Railroad Company.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners met the parties at the court house, Springfield, on the sixteenth day of October, 1902, when the petitioner appeared by their attorney E. H. Lathrop, and the respondent appeared by its attorney Woodward Hudson, and the case was continued from time to time until said fourth day of February, and having fully heard the parties, said County Commissioners do now award and determine that the said Boston and Albany Railroad Company pay to the said A. W. Lincoln the sum of Fourteen Hundred Dollars (\$ 1400.), the same being in full compensation for all damages incurred by the said petitioner by reason of the acts of said defendant as described by said petitioner.

J. H. Hendrick	}	County Commissioners
J. M. Sickman		
W. H. Brainerd		

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of the Town of West Springfield in said county that the location of Church street from Second street to Healy street and Healy street from Church street to First street is uncertain in several places, their bounds being obscure and in many places undefined, and generally in need of revision.

Wherefore we pray that you view said streets and relocate the same, widening, strengthening and defining their bounds as in your judgment public necessity and convenience may require.

Dexter E. Tilley and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and two, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, February 4th, 1903.

On the Petition of Dexter E. Tilley and others, praying for highways to be relocated in West Springfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said county Commissioners did, on the eighteenth day of November A. D. 1902, view said highways and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highways in the manner following:

Beginning at a stone bound at the intersection of southerly line of Church street and the westerly line of Second street. The southerly line of Church street runs thence westerly in a continuation of the southerly line of said Church street easterly of said point south $87^{\circ} 30'$ west two hundred and forty-nine and eighty hundredths (249.80) feet to a stone bound in the westerly line of Prospect street; thence in the same course south $87^{\circ} 30'$ west one hundred and sixty-two and eight hundredths (162.08) feet to a stone bound; thence in a curve of sixty (60) feet radius to the left of last line seventy-six and eleven hundredths (76.11) feet measured on said curve to a stone bound in the easterly line of Healy street as now laid; thence south $8^{\circ} 38'$ west in the present line of Healy street two hundred and eight and ninety-three hundredths (208.93) feet to a stone bound in the northerly line of Ashley street. The northerly line of Church street is laid parallel to and fifty (50) feet distant from the southerly line first described and extends westerly to a stone bound at the intersection with the westerly line of Healy street as it now exists, which is forty-six (46) feet distant from and parallel to the easterly line of Healy street as above described; returning to the stone monument at the intersection of the

Dexter E. Tilley et
als., Petrs. for re-
location of Church
and Healy Streets

27.

Book of Plans 3,
Page 48.

easterly line of Healy street with the northerly line of Ashley street thence in the northerly line of Ashley street south $77^{\circ} 13'$ east sixty-four and forty hundredths (64.40) feet to a stone bound; thence south $50^{\circ} 31'$ east seventy-six and six hundredths (76.06) feet to a stone bound; thus far the northerly line of Ashley street corresponds with the old line of Ashley street; thence south $40^{\circ} 16'$ east sixty-seven and seven hundredths (67.07) feet to a stone bound; thence south $17^{\circ} 52'$ east seventy-one and forty-seven hundredths (71.47) feet to a stone bound; thence by a curve to the left of forty-five (45) feet radius thirty-nine and twenty-eight hundredths (39.28) feet measured on said curve to a stone bound; thence south $67^{\circ} 53'$ east in the tangent of said curve sixty-four and forty-five hundredths (64.45) feet to a stone bound in the northerly line of Summit street. The southerly line of Ashley street as relocated is fifty (50) feet distant from and parallel to the northerly line of Ashley street from Smith Avenue opposite the end of Healy street to its intersection with the westerly side of First street.

And the owners of the land, over which said highways are thus laid out are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highways, have estimated the same as follows, to wit:-

To Chas. J. Alderman \$ 50.

To be paid to him out of the Town Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

A plan of said relocation is filed herewith and made a part of this report.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss. County Commissioners' Meeting.

February 4th, A.D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said roads may be known as public highways forever.

Attest:- Robert O. Morris, Clerk.

To the County Commissioners for the County of Hampden:-
Respectfully represent your petitioners, that they are inhabitants of the town of Westfield, in said county; and that common convenience and necessity require that a part of the old Northampton road, so-called, which leads from said Westfield, up Clay Hill, to Northampton, be laid out, or altered, or relocated for the purpose of establishing its boundary lines, or making alterations in its course of width. Said part of said road is in said Westfield and begins at or near the northerly terminus of the present location of North Elm street and near the southerly line of Notre Dame street, and runs thence northerly, up Clay Hill, about one and one-half miles, passing St. Mary's cemetery, to the junction of the Southampton road and the Ponds' road, so-called.

Wherefore your petitioners pray that your honorable board will lay out, alter or relocate said part of said road.

Dated January 16th, 1903.

Oren E. Parks and others, Petitioners.

The foregoing petition was entered at this meeting, and now due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, March 30, 1903.

On the Petition of Oren E. Parks and others, praying for a highway to be relocated in the town of Westfield.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-eighth day of February A. D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway under the provisions of chapter 48 section 12 of the Revised Laws, in the manner following:-

Section # 1.

Commencing at a stone monument in the westerly line of North Elm street, as laid out by the County Commissioners, Jan. 4th, 1873, thence on a curve to the left, of radius three hundred forty-nine and ninety-seven one-hundredths (349.97) feet, one hundred four and four one-hundredths (104.04) feet to a stone monument in the southerly line of Notre Dame street, thence on said curve produced, crossing said street, fifty-two and sixty-three one-hundredths (52.63) feet to a stone monument in the northerly line of said Notre Dame street, thence on said curve produced twenty-nine and thirty-two one-hundredths (29.32) feet to a stone monument, thence north 20° 16' east three hundred ninety-five and one tenth (395.1) feet to a stone monument, thence on a curve to the right, of radius six hundred six (606) feet, three hundred ninety-one and sixteen one-hundredths (391.16) feet to a stone monument, thence north 57° 15' east, crossing the Root Road (so-called), six hundred and

Oren E. Parks et als.
Petr. for relocation
of "Northampton road"
in Westfield.

29.

Book of Plans 3,
Page 50-52

sixty-eight and eighty-two one-hundredths (668.82) feet to a stone monument, thence north $82^{\circ} 43'$ east four hundred thirty and fourteen one-hundredths (430.14) feet to a stone monument, thence on a curve to the left, of radius five hundred fourteen (514) feet, three hundred sixty-one and eight one-hundredths (361.08) feet to a stone monument, said monument bearing north $60^{\circ} 30'$ east from the last mentioned monument, thence north $40^{\circ} 22' 30''$ east seventy-eight and sixty-seven one-hundredths (78.67) feet to a stone monument in the southerly location line of the Holyoke and Westfield Railroad, thence south $74^{\circ} 30' 30''$ east along said location line seventy-two and seventy-four one-hundredths (72.74) feet to a stone monument in the easterly line of the highway, thence south $40^{\circ} 22' 30''$ west one hundred nine and twenty-eight one-hundredths (109.28) feet to a stone monument, thence on a curve to the right of radius five hundred eighty (580) feet, ninety-eight and seven tenths (98.7) feet to a stone monument, thence south $50^{\circ} 07' 30''$ west two hundred fifteen and sixty-three one-hundredths (215.63) feet to a stone monument, thence on a curve to the left of radius sixty (60.0) feet, one hundred twenty-seven and twenty-five one-hundredths (127.25) feet to a stone monument in the northerly line of the Holyoke Road (so-called), thence south $18^{\circ} 36' 30''$ west, crossing said Holyoke Road, forty-nine and five tenths (49.5) feet to a stone monument, thence north $71^{\circ} 23' 30''$ west two hundred fifty-three and four tenths (253.4) feet to a stone monument at the commencement of a location by the County Commissioners dated May 26th, 1856, thence north $85^{\circ} 36'$ west one hundred forty-four and thirty-five one-hundredths (144.35) feet to a stone monument, thence south $80^{\circ} 50' 30''$ west one hundred forty (140.0) feet to a stone monument, thence south $72^{\circ} 13' 30''$ west one hundred forty (140.) feet to a stone monument, thence south $57^{\circ} 15'$ west five hundred three and ninety-eight one-hundredths (503.98) feet to a stone monument, thence on a curve to the left, of radius five hundred forty (540.0) feet, three hundred forty-eight and fifty-six one-hundredths (348.56) feet to a stone monument, thence south $20^{\circ} 16'$ west four hundred sixty-three and seventy-two one-hundredths (463.72) feet to a stone monument in the northerly line of the proposed extension of Notre Dame street (so-called), thence south $26^{\circ} 53'$ west, crossing said proposed extension, fifty-four and sixty-nine one-hundredths (54.69) feet to a stone monument in the easterly line of North Elm street, as laid Jan. 4, 1873, produced northerly, thence south $50^{\circ} 43'$ west along said line of said North Elm street produced about seven and nine tenths (7.9) feet to the terminus of said location of Jan. 4, 1873; said lines being the easterly and westerly lines of the highway as laid out between the present terminus of North Elm street and the southerly location line of the Holyoke & Westfield R.R. Section # 2.

Commencing at a stone monument in the northerly line of the highway leading from the Northampton road to the Root Road (so-called), said monument bearing north $33^{\circ} 43' 15''$ east one hundred ninety-one and nine one-hundredths (191.09) feet from a stone monument in the southerly

location line of the Holyoke & Westfield R. R. and in the westerly line of lay-out of section # 1, thence north $38^{\circ} 07' 45''$ east one thousand twenty-seven and fifty-two one-hundredths (1027.52) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course nine hundred fifty (950.0) feet to a stone monument, making the total length of this course forty-nine hundred seventy-seven and fifty-two one-hundredths (4977.52) feet, the above described line being the westerly line of the highway, thence south $51^{\circ} 52' 15''$ east, crossing the highway, sixty-six (66.0) feet to a stone monument, thence south $38^{\circ} 07' 45''$ west nine hundred fifty (950.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument, thence same course one thousand (1000.0) feet to a stone monument in the northerly line of the Owen District Road (so-called), making the total length of the easterly line forty-nine hundred fifty feet (4950.0), thence north $74^{\circ} 30' 30''$ west seventy-one and five tenths (71.5) feet, crossing the highway, to the place of beginning. The highway includes all land lying between the above described lines.

And the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of April next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To John C. Buschmann,	\$ 100.
Planet Manufacturing Company,	300.
O. B. and O. E. Parks,	150.
Heirs of Franklin Brass,	450.
Newton A. Strong,	50.
Leonard L. Knapp,	150.
B. H. Ellis,	50.
Mrs. Chas. Tinkham,	5.
Heirs of E. R. Van Deusen,	10.
Thomas Smythe,	5.
Jay Barnes,	40.
E. C. Carpenter and Mrs. Lucy Atwater,	10.

To be paid to them by the town of Westfield, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

When it shall be made to appear to the said County Commissioners that all land damages, costs and expenses have been fully adjusted and paid by said town, then there shall be paid from the county to the said town of Westfield the sum of three hundred dollars.

And it is ordered by said Commissioners that the inhabitants of said

town of Westfield shall, on or before the first day of August 1903 complete and finish the same, so that 25 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:-

All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rise shall not exceed six feet in one hundred feet. Drains and sluices shall be of sufficient capacity at all places necessary for conducting away the water; the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard.

Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

J. H. Hendrick } County Commissioners.

W. H. Brainerd }

W. H. Porter) Associate Commissioner.

County Commissioners' Meeting.

Hampden, ss.

March 31, A. D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Order revoking permit to be at liberty
Nellie E. Connors

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, December 30, 1902.

Whereas, it has been made to appear to said Commissioners that Nellie E. Connors of Springfield in said county, sentenced to the House of Correction in said county, on the 2d day of January 1902, by the Police Court of said Springfield and whereas it further appears that a written permit to be at liberty was issued to the said Nellie E. Connors on the 27th day of November 1902 by said Commissioners under provisions of Section 113 of Chapter 225 of Revised Laws and it further appears that said Nellie E. Connors has been convicted of a crime punished by imprisonment; it is now ordered by said Commissioners that the said permit be revoked.

W. H. Brainerd }

J. H. Hendrick }

J. M. Sickman }

County Commissioners.

All votes and decisions of the County Commissioners during the calendar year 1902 were unanimous.

Votes and Decisions
Unanimous.

Estimate by the County Commissioners of the County of Hampden of the Receipts and Expenditures of said County for the year ending Dec. 31, 1903. Also, Statement showing the unappropriated balance in the County Treasury at the closing of the Treasurer's Books for the year 1902.

County Estimate.

ESTIMATED RECEIPTS.

1. Interest,	1,500.00
2. Clerk of courts and registers of deeds,	12,000.00
4. Jails and houses of correction,	6,000.00
5. Fines, costs and fees,	4,000.00
7. Truant schools,	2,000.00
8. Miscellaneous,	500.00
	<u>26,000.00</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the treasurer's books for the year	34,218.16
(a) Less special appropriation,	
(b) Less money held for dog account, \$12,037.50	12,037.50
Deduct total amounts (a) and (b),	<u>22,180.66</u>
Net balance in Treasury, unappropriated,	22,180.66
Total estimated receipts as shown above,	<u>26,000.00</u>
Estimated total amount available for the year,	<u>48,180.66</u>

ITEMS.

Estimated Expenditures for 1903.

1. Interest on county debt,	9,000.00
2. Reduction of county debt,	35,000.00
3. Salaries of county officers and assistants, fixed by law,	14,000.00
4. Clerical assistance in county offices,	12,000.00
5. Salaries and expenses, district and police courts,	23,000.00
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	26,000.00
7. Criminal costs in superior court,	5,000.00
8. Civil expenses in supreme and superior courts,	21,000.00
10. Transportation expenses of county and <u>special</u> commissioners,	300.00
11. Medical examiners, inquests and care of the insane,	5,500.00
12. Auditors, masters and referees,	5,000.00
14. Repairing, furnishing and improving county buildings,	6,000.00
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10,000.00
16. Highways, bridges and land damages,	10,000.00
17. Law libraries,	2,500.00
18. Truant schools,	7,000.00
19. Miscellaneous and contingent expenses,	<u>6,880.66</u>
Total,	198,180.66

ITEMS.	Appropriation for 1902.	Expenditures in 1902.
1. Interest on county debt,	10,000.00	10,056.52
2. Reduction of county debt,	35,000.00	45,000.00
3. Salaries of county officers and assistants fixed by law,	13,500.00	13,457.80
4. Clerical assistance in county offices,	12,500.00	10,662.80
5. Salaries and expenses, district and police courts,	22,000.00	22,063.05
6. Salaries of jailers, masters and assist- ants, and support of prisoners in jails and houses of correction,	26,000.00	22,688.48
7. Criminal costs in superior court,	5,000.00	5,609.06
8. Civil expenses in supreme and superior courts,	21,000.00	20,340.85
10. Transportation expenses of county and special commissioners,	300.00	97.00
11. Medical examiners, inquests and care of the insane,	5,500.00	3,911.34
12. Auditors, masters and referees,	5,000.00	1,903.25
14. Repairing, furnishing and improving county buildings,	8,000.00	4,427.24
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10,000.00	8,836.91
16. Highways, bridges and land damages,	14,000.00	17,236.13
17. Law libraries,	2,500.00	2,282.68
18. Truant schools,	8,500.00	5,466.50
19. Miscellaneous and contingent expenses,	21,213.44	5,809.08
Total,	220,013.44	199,848.69
Due and unpaid in 1902. 16. Highways, bridges and land damages,		123.66
J. H. HENDRICK, Chairman.		

Annual Report of
County Commissioners
for the year 1902.

Including Appraisal
of county property.

The sixth annual report of the County Commissioners, made under the provisions of chapter 21 section 25 of the Revised Laws, referring the tax payers to the County Treasurer's report for specific details.

The following petitions, which were pending January 1st, 1902, have been acted upon as follows:-

The petition of the selectmen of West Springfield for alteration of crossing of Boston and Albany Railroad Company, of

E. C. Smith and others for a new highway in Westfield, and of the Mayor and Aldermen of Springfield for a new bridge on St. James Avenue over the tracks of the New York and New England Railroad, were dismissed.

On the petition of the selectmen of Chester and others, we have re-located Middlefield St. and Huntington Road in Chester and have awarded damages to be paid by the town of Chester as follows:-

Lucy S. Granger & Mary Jane Fay	\$ 300.
Mrs. Eva H. Hayden,	50.
O. H. Smith	100.
J. C. Gamwell	50.
A. C. Barnes's estate,	150.
Bill & Wright,	250.
Patrick Nolan,	75.
E. M. Clark,	25.
Wm. H. Baab,	150.
F. B. Mason,	25.

And we have ordered the sum of \$ 2000. to be paid from the county to the said town of Chester, when it shall be made to appear to the County Commissioners that all land damages, costs and expenses have been fully adjusted and paid by said town.

The following petitions were entered this year.

On the petitions of the Mayor and Aldermen of Springfield for widening of bridge at Berkshire street across tracks of the Boston and Albany Railroad, and at Plainfield street across the tracks of the Boston and Maine Railroad, we decided that alterations were necessary and prescribed the manner and limits within which they should be made.

The Mayor and Aldermen of Springfield petitioned to extend King street across the tracks of the Highland division of the New York, New Haven and Hartford Railroad co., and it was decreed that the City of Springfield be specially authorized to construct said way and street over said railroad at the same level.

The petition of O. W. Sanford and others for relocation of Southwick Road in Westfield was dismissed.

We have ordered Prince street in Agawam to be relocated on the petition of H. E. Madden and others and have awarded damages to be paid from the county treasury as follows:-

E. G. Hamblen,	\$ 100.
J. L. Bosworth,	50.
Edward L. Miller,	20.
Henry Madden,	50.

On the petition of Clayton D. Smith and others for relocation of portion of Middlefield street in Chester, of

H. E. Schmuck and others for relocation of Elm street in west Springfield, and of

Dexter E. Tilley and others for relocation of church and Healy streets in West Springfield, we have viewed the premises and heard the parties.

W. F. Cook and others have filed a petition for relocation of Westfield Road in West Springfield and we have ordered notice of a view and hearing.

No land damages were ordered paid by the county during the year.

In all cases where highways were located, the expense of construction was ordered to be paid by the town in which they were located.

No suits have been brought against the county during the past year; no highways or parts of highways have been laid out by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission. For the cost and construction of state highways in this county, reference may be had to the following tables.

Amount expended for repairs and maintenance of State Highways.

Hampden County, Dec. 1, 1902.

Town, - City.	Expended, 1896-1901.	Expended, 1901.	
Brimfield,	452.51	121.88	574.39
Chester,	345.21	122.45	467.66
Chicopee,	1343.45	1306.43	2649.88
Monson,	635.62	53.83	689.45
Palmer,	143.55	153.03	296.58
Russell,	3894.10	559.74	4453.84
Westfield,	2424.59	508.44	2933.03
West Springfield,	846.33	88.18	934.51
Wilbraham,	763.28	145.48	908.76
Total,	10848.64	3059.46	13908.10

HAMPDEN COUNTY

Showing lengths laid out, lengths constructed and amounts expended to Dec. 1, 1902.

Town - City.	Lengths laid out in feet.			Lengths constructed in feet.		
	1894-1901	1902	Total	1894-1901	1902	Total
Brimfield,	18654	2291	20945	12345	8600	20945
Chester,	6050	2115	8165	6050	1950	8000
Chicopee,	4817	3535	8352	4817		4817
Monson,	5462		5462	5362	100	5462
Palmer,	13266		13266	13166	100	13266
Russell,	35189		35189	35189		35189
Wales,	5493		5493		*5493	5493
Westfield,	25927	4740	30667	25927	4500	30427
West Springfield,	8054		8054	8054		8054
Wilbraham,	14752		14752	11299	3453	14752
Total (feet)	137664	12681	150345	122209	24196	146405
Total (miles)	26.07	2.40	28.47	23.15	4.58	27.73

* Gravel road

EXPENDED. §

Town - City.	1894-1901	1902.	Total.
Brimfield,	15,812.39	* 3,676.82	19,489.21
Chester,	11,930.57	5,166.83	17,097.40
Chicopee,	16,476.80	5.97	16,482.77
Monson,	8,680.86	# 1,116.43	9,797.29
Palmer,	22,888.24	# 5,195.67	28,083.91
Russell,	84,345.21		84,345.21
Wales,	493.13	* 2,350.75	2,843.88
Westfield,	37,233.56	5,264.21	42,497.77
West Springfield,	11,323.70		11,323.70
Wilbraham,	19,859.93	6,044.51	25,904.44
Total (feet)	229,044.39	28,821.19	257,865.58

* Gravel road.

Includes cost of bridge at Quaboag River.

§ Exclusive of repairs and maintenance.

In addition to the above the following amounts have been expended under the so-called "Small Town" act, contained in chapter 47, section 17 of the Revised Laws.

Town of Blandford,	\$ 900.00
Town of East Longmeadow,	680.00
Town of Granville,	800.00
Town of Hampden,	340.00
Town of Tolland,	88.75
	<u>\$ 2,808.75</u>

The sum of \$ 15,492.70 was paid to the Commonwealth during the year 1902, on account of the construction of state highways. The whole amount that has been so repaid to the Commonwealth is \$ 46,034.32, and the sum of \$ 6,770.58 is due from the county to the Commonwealth.

The sum of \$ 4,427.24 was expended upon the several county buildings for repairs and furnishings during the year 1902, \$ 2,532.28 of which was for repairs done by day work.

The appropriations of \$5,000.00 for criminal costs in the Superior Court, of \$ 14,000.00 for highways, of \$ 22,000.00 for salaries and expenses, District and Police Courts, and of \$ 10,000. for interest on county debt, were insufficient, and the following amounts, viz: \$ 2,500. \$ 5,000., \$ 63.05 and \$ 56.52 respectively, were ordered transferred from the miscellaneous account.

The following are the salaries of county officials prescribed by law:-

Sheriff,	\$ 1,500.
Clerk of Courts,	3,500.
Assistant Clerk,	1,300.
County Treasurer,	1,800.
Register of Deeds,	2,800.
County Commissioners,	2,500.

The following are the salaries of county officials not prescribed by law:-

At the Court House,-

Messenger,	\$ 1,200.	Engineer,	\$ 1,200.
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At the Jail,-

Jailer,	\$ 1,000.	Watchman,	\$ 624.
Turnkey,	960.	Engineer,	1,020.
Assistant Turnkey,	780.	Steward,	660.
First Keeper,	780.	Shop Foreman,	840.
Second Keeper,	780.	Matron,	240.
Third Keeper,	780.	Physician,	300.
Fourth Keeper,	624.	Chaplains,	300.
Watchman,	624.	Instructor of Industries,	1,296.

At the Truant School,-

Superintendent,	\$ 1,200.	Teacher,	\$ 480.
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The following is a list of the assets of the county of Hampden, December 31st, 1902.

Court House building,	\$ 200,000.
Court House lot,	66,000.
Law library, (9383 volumes)	22,000.
Furniture and other property, Court House,	20,000.
Jail and House of Correction buildings,	255,000.
Jail and House of Correction lot,	25,000.
Furniture and other property, Jail and House of Correction,	10,000.
Truant School buildings,	13,000.
Truant School lot,	10,000.

Furniture and other property, Truant School,	\$ 3,000.00
" " " " District courts,	2,500.00
Sinking Fund, Hampden county,	108,961.77

The following is a statement of the funded debt of the county:

Bonds payable to bearer, due August 1st, 1905, \$ 200,000.
 The money received on the above bonds was used for construction of Jail and House of Correction.

The total expense incurred in taking the preliminary steps towards constructing a bridge between Springfield and West Springfield was \$ 3,425.51, all of which was refunded by the city of Springfield under provisions of chapter 484 of the acts of 1902.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 30, 1902.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for salaries and expenses of District and Police Courts in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the miscellaneous account the sum of sixty-three dollars and five cents (\$ 63.05) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 30, 1902.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for interest on county debt, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the miscellaneous account the sum of fifty-six dollars and fifty-two cents (\$ 56.52) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		

January 27, 1903. The Board, consisting of William H. Brainerd, Joel H. Hendrick and James M. Sickman, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which Joel H. Hendrick, Esq. has two, and is chosen chairman of the Board for the year ensuing.

The Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, February 4th, 1903.

VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding Fifty Thousand Dollars (\$ 50,000.) and to make, execute and deliver a note or notes to that amount, payable November 5th, 1903, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

County Treasurer
authorized to borrow
in anticipation of
County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, March 30, 1903.

To all persons to whom these presents shall come:- GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of John Powers of Holyoke, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said John Powers be permitted to go on his parole during the remainder of his said sentence.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

R. L. Ch. 46 § 8.

John Powers
released from Truant
School on parole.

N O T I C E.

In re SOUTH HADLEY FALLS Bridge.

To the County Commissioners of the County of Hampden:-

You are hereby notified that the Holyoke Street Railway company has been for sometime past and is at the present making use of the bridge across the Connecticut River between Holyoke and South Hadley in an illegal, unauthorized and dangerous manner.

That the said illegal, unauthorized and dangerous use of said bridge consists in the running cars by said Holyoke Street Railway Company on,

In re
SOUTH HADLEY FALLS
Bridge.

over and across said bridge, which cars are propelled by electric power and are of excessive weight compared with the strength of said bridge.

That the said use of said bridge is causing damage to said bridge in its structure and materials and that furthermore said use is liable to result in serious accident and injury by the breaking of said bridge or some part thereof, by reason of the said illegal, dangerous and unauthorized use thereof.

You are further notified that if the City of Holyoke shall be obliged to pay to any person or persons any damages by reason of any accident which may result from said illegal and dangerous and unauthorized use of said bridge by said Holyoke Street Railway Company, it will look to the County of Hampden to be reimbursed for the amount which it may be obliged to pay as aforesaid, because if any accident shall occur as aforesaid, it will occur because of a use of said bridge which the County of Hampden has without authority of law and in a negligent manner permitted and allowed.

Holyoke, Mass., February 18, 1903.

The City of Holyoke, By
Arthur B. Chapin, Mayor.
and by M. F. Walsh
G. Potvin, Jr.
O. D. Allyn

REPORT of CONSULTING ENGINEER.

To the County Commissioners of the Counties of Hampden and Hampshire
Massachusetts.-

Having examined the plan prepared by James L. Tighe, City Engineer, of Holyoke for the new track and strengthening of the floor in connection therewith of the Holyoke Street Street Railway Company, upon the bridge over the Connecticut River between Holyoke and South Hadley, Mass. I hereby certify that in my opinion, based upon my knowledge of the structure of the bridge, as its designer, that the said alterations will render the floor system of the bridge safe for the traffic of electric railway cars not exceeding thirty tons in weight upon each span of the bridge provided, that the bridge is properly inspected and maintained in good condition.

Edwd. S. Shaw, consulting engineer.

Holyoke, Mass., March 28, 1903.

REQUEST of TOWN of SOUTH HADLEY to be made PARTY.

To the County Commissioners for the Counties of Hampshire and Hampden, Commonwealth of Massachusetts.-

Gentlemen:- The town of South Hadley, Hampshire County, by its selectmen, respectfully requests that it be made a party to the petition of the City of Holyoke, in the County of Hampden, with reference to the condition of the county bridge between Holyoke, and said South Hadley, and the use of said bridge by the Holyoke Street Railway Company, upon which petition a hearing was given by your joint boards at the Holyoke City Hall, Saturday, March 28, 1903.

The said town, by its selectmen, agrees with and to the plans, specifications, conditions and terms contained in a certain agreement of this date signed by the Holyoke Street Railway Company and the City of Holyoke, by its solicitor, and hereby makes itself a party to the said agreement.

The said town requests that said petition be dismissed without prejudice to it.

John E. Lyman } Selectmen of South Hadley,
P. August Moos } By their attorney,
Holyoke, Mass., March 28, 1903. M. L. Welcker

A G R E E M E N T.

Commonwealth of Massachusetts.

Before the joint Boards of the County Commissioners of the Counties of Hampden and Hampshire.

In the matter of the notice and petition of the City of Holyoke regarding the bridge across the Connecticut River between the City of Holyoke and the Town of South Hadley.

Whereas the Holyoke Street Railway Company has agreed to rebuild the electric street railroad now located upon the easterly side of the said bridge and a portion of the wooden floor in connection with the same covering a width of ten feet upon the easterly or down stream side of said bridge in the following specified manner, viz:-

The track shall be laid with seven inch steel grooved rails thoroughly spiked to six by ten inch Georgia Pine sleepers ten feet long laid at right angles to the rails and iron stringers of the bridge.

There shall be seven sleepers in each panel or space between the transverse floor beams of the bridge, spaced as follows, viz:- Six spaces of two feet three inches each and one space of two feet four and one-half inches, adjacent to the floor beams, all measured on center of sleepers. The sleepers will be laid with the broad or ten inch side horizontal and will be joined and notched to the iron stringers so as to have a net depth of five inches over the top of the highest stringer and thoroughly bolted to the stringers at both ends of the stringers in each panel.

There will be two courses of floor planking laid longitudinally on top of the sleepers and thoroughly spiked. The quality of the planking to be subject to the approval of the City of Holyoke. This planking is to be laid by said Holyoke Street Railway Company from the easterly truss of said bridge to the outside or westerly rail of said track.

Connection with the present floor of the bridge and the new floor to be made in a workmanlike and satisfactory manner and in accordance with plans, which shall be approved by the City of Holyoke.

Should the City of Holyoke lay a permanent roadway on said bridge between the westerly truss and the westerly rail of rail of said railroad the Holyoke Street Railway Company shall lay a like form of roadway between the easterly truss and the westerly rail which work shall be done to the approval of the city of Holyoke.

The Holyoke Street Railway Company has agreed that no car and its loading shall be run across said bridge, which car, with its loading, shall exceed a weight of thirty net tons, without permission having first been obtained from the city of Holyoke and

Whereas the said Holyoke Street Railway Company has agreed to maintain the said track and portion of bridge floor hereinbefore specified in a safe and satisfactory manner and to the approval of the City of Holyoke.

Therefore in consideration of the above agreement the City of Holyoke agrees that the said notice and petition may be dismissed without prejudice.

Holyoke Street Railway Co.
by William R. Hill
Treasurer

City of Holyoke
by N. P. Avery
City Solicitor.

Petition to have Law
Library open
evenings.

To the Honorable Board of the County Commissioners of the County
of Hampden:-

Respectfully represent your undersigned petitioners that the convenience and necessity of the lawyers of this county require that the Law Library be kept open during certain evenings of the week, in order that the lawyers may consult the legal authorities therein contained after the court trials of the day.

Wherefore they respectfully ask that said library be allowed by your Honorable Body to be hereafter open each night of each week (except Saturday and Sunday nights) from seven o'clock P. M. to nine thirty o'clock P. M. for the above mentioned purpose.

Chas. F. Spellman and others, Petitioners.

April 1, 1903. VOTED to grant the prayer of petition; Library to be open until further notice. No smoking to be allowed.

Allowance for damages
done to sheep.

The sum of one hundred and thirty-two dollars and forty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Land damages.
\$ 220.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of two hundred and twenty dollars and the same are ordered to be paid from the County Treasury.

To E. G. Hamblen on petition of H. E. Madden et als.	\$ 100.
J. L. Bosworth	50.
Edward L. Miller	20.
Henry Madden	50.

Sundry accounts, being presented, are allowed, and the same amounting to the sum of twenty-seven thousand, nine hundred and seventy-five dollars and twenty cents are ordered to be paid from the county treasury.

Accounts.\$ 27,975.20

Hampden, ss. April 6th, 1903.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.



The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the second Tuesday of April, being the fourteenth day of said month, and by adjournment on the fourth, sixth and fourteenth days of May, and by adjournment on the third, tenth and nineteenth days of June, in the year of our Lord one thousand nine hundred and three.

Present, Joel H. Hendrick, Esq. Chairman	} County Commissioners.
James M. Sickman, Esq.	
William H. Brainerd, Esq.	

H. E. Schmuck et als To the County Commissioners of the County of Hampden:-

Petrs. for reloca-

tion of Elm St. West

Springfield.

8.

Book of Plans 3,

Page 53.

For Amendment

see Page 94.

Respectfully represent the undersigned citizens of the Town of West Springfield in said county that the location of Elm street from Park street to its intersection with Riverdale street is uncertain in several places, its bounds being obscure and in many places undefined, and generally in need of revision.

Wherefore we pray that you view said street and relocate the same, widening, strengthening and defining its bounds as in your judgment public necessity and convenience may require.

H. E. Schmuck

Dexter E. Tilley

A. A. Sibley

Geo. A. Hill

Alex^r. Grant

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and two, and was continued from meeting to meeting to this meeting and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, April 14, 1903.

On the Petition of H. E. Schmuck and others, praying for a highway to be relocated in the town of West Springfield.-

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighteenth day of November A. D. 1902, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:-

W e s t e r l y L i n e .

Beginning at a stone bound in the southerly line of the King's Highway and said westerly line of Elm street (said bound being 90.75 feet distant, bearing south 16° 30' west from the street bound marking the south end of the relocation of said Elm street made in 1895) thence south 16° 27' east by the westerly line of said Elm street 148.30 feet to a stone bound; thence south 15° 21' east 101.58 feet to a stone bound; thence by a curve 360 feet radius to the right 183.37 feet on said curve to a stone bound; thence south 13° 50' west in a tangent to said curve 615.40 feet to a stone bound marked "H" in line between one Stanton and Waite. Thus far the easterly side of said Elm street is parallel to and 99 feet distant from the above location. At this point a bound marked "H", at the southerly end of the easterly and parallel line just described bears south 80° 09' east 99.09 feet; thence continuing in the westerly line of said street south 9° 29' 30" west 216 feet to a stone bound; thence by a curve 911.46 feet radius to the left of said course 347.86 feet measured on said curve to a stone bound in line between one Coe and Richardson; thence in tangent of said curve south 12° 22' 30" east 452 feet to a stone bound on the south side of Armstrong estate; thence south 13° 32' 30" east 110.65 feet to the northerly line of Worthen street to a stone bound; at this point a tie bearing north 65° 31' east 150.63 feet is made to stone monument at the south line of land of Dowd; thence south 16° 24' east 269.44 feet to a stone bound; at this point a tie bearing south 70° 52' east 198.52 feet extends to the point of intersection of the south line of Southworth street and the easterly line of this location; thence south 17° 19' east 294.82 feet to the northerly line of Westfield street; at this point a tie bearing south 58° 49' east 248.96 feet extends to the street bound in the easterly line of this location against land of Allen; thence south 19° 35' east 816.79 feet to the northerly line of Park street; at this point a tie in the northerly line of Park street and bearing north 65° 23' east 157.37 feet extends to a monument marking the intersection of the easterly line of this location with the northerly line of Park street.

E a s t e r l y L i n e .

Beginning at the southerly end of the last course running parallel with the westerly location as above described; at a stone bound marked "H"; thence south 7° 30' west 200.01 feet to a stone bound; thence south 6° 42' 30" east 148.43 feet to a stone bound; thence south 7° 46' 30" east 421.22 feet to a stone bound; thence south 18° 08' 30" east 1048.73 feet to a stone bound; at a distance of 279.23 feet from the beginning of this last course a tie bearing south 65° 31' west 150.63 feet extends to the northerly corner of Worthen street; thence south 19° 29' 30" east 610 feet to monument in the northerly line of Park street, said last point being 157.37 feet easterly from the monument at the southerly end of the westerly location above described; said distance being measured in the northerly line of said Park street.

And the owners of the land, over which said highway is thus laid

out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To F. E. Bronson	\$ 50.
H. L. Brown	30.
J. L. Robinson	15.

To be paid to them out of the Treasury of the town of West Springfield, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

A plan of said relocation is filed herewith, and made a part of this decree.

J. H. Hendrick	} County Commissioners.
J. M. Sickman	
W. H. Brainerd	

Hampden, ss. County Commissioners' Meeting, April 14, A.D. 1903

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- ROBERT O. MORRIS, Clerk.

W. F. Cook et als.
Petr. for reloca-
tion of "Westfield
Road" in West
Springfield.

9.

Book of Plans 3,
Page 54.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of West Springfield in said County that the location of the Westfield road so-called, in said Town, lying between the bridge crossing the tracks of the Boston & Albany R.R. Co. near Tatham and Lane's Trap rock crusher at or near the boundary line between Westfield and West Springfield, is uncertain in several places, its bounds being obscure and in many places undefined, and generally needs revision.

Wherefore we pray that you view said road and relocate the same, widening, straightening and defining its bounds, as in your judgment public necessity and convenience may require.

W. F. Cook and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and two, and was continued from meeting to meeting to this meeting and due proceedings having been had thereon, the County commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, May 4th, 1903.

On the Petition of W. F. Cook and others, praying for a highway to be relocated in the town of West Springfield.-

It appearing that all persons and corporations interested therein

had been duly notified of the time and place of meeting, the said County Commissioners did, on the fifteenth day of January A.D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:-

Commencing at a stone bound on the town line between Westfield and West Springfield and 1.6 feet south of the Boston and Albany Railroad Company's location line opposite said point, and 266.86 feet easterly of the State Highway bound, opposite the end of the tangent in the Boston and Albany Railroad; said beginning point being a point on a curved line, commencing at the above said stone bound radius 2224.20 feet; thence on said curve 280.49 feet to a stone bound at the point of beginning of a compound curve; thence on said curve in the same direction radius 1029.6 feet, 373.62 feet measured on the curve to a stone monument, said curve passing through the location line of the railroad at station 324+67.4, 60 feet from the center line of said location; thence in the tangent of the above mentioned curve bearing north 69° 27' east 519.82 feet to a stone monument; being tangent to the location line of the Boston and Albany Railroad at station 319+73 and 41.25 feet distant from the center line; thus far the location includes all of the land from the above described line southerly to the river. Thence continuing on the last mentioned course north 69° 27' east 572.33 feet to a stone monument; thence on a curve to the left, radius 174.05 feet, intersection angle 60° 51', 184.82 feet to a stone bound in the southerly location of the Boston and Albany Railroad westerly of the underpass near E. C. Smith's.

On the last two distances the southerly line is 66 feet distant and parallel to the line described, across land of the Woronoco Street Railway; the southerly line being continued in the tangent to the above curve, 34.12 feet to a stone monument at the intersection of said southerly line with the southerly line of the Boston and Albany Railroad location.

Thence passing over the Boston and Albany Railroad to its northerly location line and on a line tangent to the last described curve in northerly line of highway location and 92.40 feet distant from the last point therein described, and continuing on said line north 8° 36' east 30.90 feet to a stone monument; thence on a curve to the right, radius 155.88 feet, intersection angle 84° 40'; 230.35 feet to a stone monument; thence easterly in a line tangent to the last curve, south 86° 44' east, 1217.80 feet to a stone monument. On the last two distances the southerly line is parallel to and 66 feet distant from the line described, the southerly line being tangent to the Boston and Albany location and the curve beginning in the northerly line of said location.

Thence continuing in the northerly line south 86° 44' east 97.77 feet to a stone monument; thence on a curve to the left radius 125 feet, intersection angle 73° 49', 161.04 feet to a stone monument in the westerly line of the road leading toward Amostown; thence crossing over said

last named street on a radial line, at the end of the above mentioned curve, 50 feet to a stone monument in the easterly side of said street; thence southerly at right angles to the last mentioned radial line, south 19° 27' west, 166.90 feet to a stone monument at an angle in the easterly line of the Westfield Road; thence south 5° 11' 30" east 353.21 feet to a stone monument in the northerly line of location of the Boston and Albany Railroad near the underpass.

Thence beginning again in the southerly line at a point opposite the easterly terminus of the line described as south 86° 44' east; thence continuing in a curve to the right of said southerly line heretofore described by radius 175 feet, intersection angle 81° 32' 30", 249.05 feet measured on said curve to a stone monument; thence south 5° 11' 30" east 163.40 feet to a stone monument in the northerly line of location of the Boston and Albany Railroad.

The last described line is parallel to and 66 feet westerly from the last course and distance on the opposite side of the street.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway have estimated the same as follows, to wit:-

To Woronoco Street Railway Co.	\$ 200.00
E. C. Smith estate	500.00
F. H. Sibley	114.00
H. A. Sibley	112.50
A. A. Sibley	34.50

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of West Springfield shall, on or before the first day of June 1904, complete and finish the same, so that it shall be safe and convenient for the passage of teams of every description, with customary loads. Bridges shall be constructed of stone, iron or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. A plan of said relocation is filed herewith and made a part of this decree.

J. H. Hendrick	} County Commissioners.
J. M. Sickman	
W. H. Brainerd	

Hampden, ss. County Commissioners' Meeting. May 4th, A.D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

April Meeting 1903.

County Tax Assessed.

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred fifty thousand dollars (\$ 150,000.00) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following, -

Agawam,	\$ 1,489.77
Blandford,	467.38
Brimfield,	438.17
Chester,	788.70
Chicopee,	9,756.66
East Longmeadow,	525.80
Granville,	379.74
Hampden,	408.96
Holland,	87.83
Holyoke,	39,581.29
Longmeadow,	963.97
Ludlow,	1,606.61
Monson,	2,015.57
Montgomery,	146.06
Palmer,	3,067.17
Russell,	467.38
Southwick,	525.80
Springfield,	72,385.61
Tolland,	146.06
Wales,	292.11
Westfield,	8,500.50
West Springfield,	5,141.15
Wilbraham,	817.91
	<u>\$ 150,000.00</u>

And warrants have been issued dated May 14, nineteen hundred and three directed to the Selectmen or Assessors of the several towns and cities in said county directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. May 14th, 1903.

Order for arrest of
John Powers

Whereas it appears to the satisfaction of said County Commissioners that John Powers of Holyoke, in said county, a child committed to the Hampden County Truant School by the Police Court of the city of Holyoke, has violated the conditions of his parole issued to him by said Commissioners on the thirtieth day of March, 1903:-

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Truant School.

J. H. Hendrick	} County Commissioners.
J. M. Sickman	
W. H. Brainerd	

R. L. Ch. 46, § 8.

Sundry accounts, being presented, are allowed, and the same, amounting to the sum of ten thousand nine hundred and forty dollars and fourteen cents are ordered to be paid from the County Treasury.

Accounts.
\$ 10,940.14

Hampden, ss. June 19th, 1903. Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O Morris Clerk.

The Commonwealth of Massachusetts.
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-third day of said month, and by adjournment on the first, third and tenth days of July, and by adjournment on the fifth, tenth and twenty-fourth days of August, and by adjournment on the eleventh, twenty-first and twenty-ninth days of September, in the year of our Lord one thousand nine hundred and three.

Present, Joel H. Hendrick, Esq. Chairman	} County Commissioners.
James M. Sickman, Esq.	
William H. Brainerd, Esq.	

Selectmen of East
Longmeadow, Petrs.
for relocation of
Hall Hill Road.

10. *How
Provised 37*

Book of Plans 3,
Page 56-69

Amendment,
Page 134.

To the Honorable Board of County Commissioners of the County of Hampden, state of Massachusetts:-

We the undersigned Selectmen of the town of East Longmeadow respectfully represent that a portion of a County Highway within said town, commonly known as the "Hall Hill Road", has no suitable bounds to mark the line of said highway, that it has not been relocated for many years, and that it is impossible to determine the line of same without its relocation.

Therefore pursuant to a vote passed at the last town meeting, held in our Town Hall, March 9, 1903, we hereby petition you to relocate said highway from the Connecticut State line to its intersection with the Springfield road at the Center so-called, and to have the relocation marked by suitable monuments.

Under the direction of aforesaid vote we also petition to have you establish the grades for said highway from its intersection with the Springfield Road aforesaid to its intersection with a road sometimes called Chestnut street, a distance of a half mile, more or less.

James H. Rankin	} Selectmen of East Longmeadow.
Geo. B. Robinson	
Edw. S. Ellis	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and two, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, September 21st, 1903.

On the petition of the Selectmen of the town of East Longmeadow praying for a highway to be relocated in said town of East Longmeadow.- It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County

Commissioners did, on the 4th day of May A. D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said commissioners now relocate said highway in the manner following:

Beginning at a stone bound at the intersection of the southerly line of the Wilbraham Road and the easterly side of the Hall Hill Road and running thence south $2^{\circ} 17'$ west one thousand nine hundred and forty-six and eighty-three hundredths (1946.83) feet to a stone bound, thence south $6^{\circ} 47'$ west five hundred and six and twenty-one hundredths (506.21) feet to a stone bound near Dr. Hurlbut's house, thence south $10^{\circ} 21'$ west four hundred and eighteen and forty-two hundredths (418.42) feet to a stone bound, thence south $5^{\circ} 01'$ west nine hundred and sixty-two and eighty hundredths (962.80) feet to a stone bound near the north line of Chestnut street, thence south $9^{\circ} 43'$ east four hundred and sixty-seven and eighteen hundredths (467.18) feet to a stone bound, thence south $25^{\circ} 07'$ east three thousand seventy-nine and seventy-four hundredths (3079.74) feet to a stone bound nearly opposite the house of Fred Samble, thence south $25^{\circ} 33'$ east one thousand four hundred and thirteen and thirty-nine hundredths (1413.39) feet to a stone bound at the Cemetery, thence south $24^{\circ} 29'$ east two thousand one hundred and ninety-seven and thirty-six (2197.36) feet to a stone bound near Calvin Kibbe's house, thence south $22^{\circ} 45'$ east one thousand one hundred and forty-five and sixty-five hundredths (1145.65) feet to a stone bound, thence south 31° east six hundred six and seventy-three hundredths (606.73) feet to a stone bound near the State Line, thence in the same line twenty-five and seventy-five hundredths (25.75) feet more or less to the line between Massachusetts and Connecticut. The said road is laid out fifty (50) feet wide, and the above described line is the easterly side thereof.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To James M. Malone \$ 25.00

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of East Longmeadow shall on or before the first day of December 1903, complete and finish the same, so that sixteen (16) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed

from every part of the same to the width aforesaid, and so shaped that the centre shall be six (6) inches higher than the sides by a circular curved surface; all small inequalities shall be reduced to a level and from Hall's store to Chestnut street shall be graded to conform to the Profile filed herewith. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

A plan and profile of said Relocation is filed herewith and made a part of this order.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss. County Commissioners' Meeting, September 21st, A.D. 1903
The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

James F. Barry et
als., Petrs. for
relocation of high-
way in Agawam.

11.

To the Honorable Board of County Commissioners of Hampden County, Commonwealth of Massachusetts.

We, the undersigned, citizens and taxpayers of Agawam, hereby petition your honorable board to relocate a certain highway in Agawam from a point on Main street near the house of Willis Austin to a point on Bennett street so-called, near the house of Robert Stride.
Agawam, May 14th, 1903.

James F. Barry and others, Petitioners.

The foregoing petition was entered at a meeting of the County commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and three, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given; and said petition was continued to this meeting, and now it is ordered that said petition be dismissed.

		June Meeting, 1903.
July 3, 1903.	Andrew Kervick was awarded the contract for removing the Offal from the Jail for the year commencing July 5, 1903, for one hundred twenty-seven dollars and fifty cents (\$ 127.50) payable in advance.	Andrew Kervick awarded contract for removing Offal at Jail.
Commonwealth of Massachusetts. Hampden, ss.	Superior Court. Mayor and Aldermen of Springfield, Petitioners for the Elimination of South End Bridge Grade Crossing in Springfield. Finding of the Commission. In the above matter at a Superior Court holden in said County on the 30th day of January, 1901, we, John W. Corcoran of Clinton, John J. Flaherty of Gloucester, and George F. Swain of Boston, were appointed a commission under the provisions of Chapter 428 of the Acts of 1890 and Acts in amendment thereof and in addition thereto, to act upon the petition filed in this cause. Due notice having been given, several hearings have been had in Springfield and in Boston and views of the premises have been taken. At said hearings the petitioners were represented by Henry A. King, City Solicitor, the Commonwealth was represented by A. W. DeGoosh, Assistant Attorney-General, and the Railroad Company was represented by F. A. Farnham. At said hearings all the parties were fully heard, and at said hearings it appeared that said crossing was established prior to June 21st, 1890. Now having fully considered all the evidence and arguments submitted to us in the matter, we decide that alterations in the crossing at grade of the public highway known as the South End Bridge Crossing and the railroad of the New York, New Haven and Hartford Railroad Company in said City of Springfield, in the approaches to said crossing, and in the location and grades of said approaches, are necessary for the security and convenience of the public so as to avoid a crossing at grade; and we prescribe the manner and limits within which the alterations shall be made, and by which party the work shall be done, the general method of construction, the grade of the new public way and also what land or other property it is necessary to take, and what portion of the existing public way is to be discontinued, how the cost thereof is to be apportioned between the Commonwealth, the City of Springfield and the Railroad Company, as follows: THE NEW WAY to be BUILT. A new way to be called Pecousic Avenue and a direct approach therefrom crossing the tracks of the said Railroad by an overhead bridge in substantially the same place as the present crossing of said highway and railroad shall be located and built as hereinafter described. <u>P e c o u s i c A v e n u e.</u> Beginning at a point in the easterly line of South street two hundred and thirty-seven and seventy-six hundredths (237.76) feet southerly of a stone monument, said monument being at the northerly end of a course in said street which is four hundred and	Mayor and Aldermen of Springfield, Petrs. for appointment of Commission "Road across South End Bridge". Decision of the Commission and Decree of the Court. Book of Plans 3, Page 55.

twenty-three (423) feet in length; thence running in a southerly direction and turning an angle of $12^{\circ} 34' 20''$ to the left from said easterly line of South street eight hundred and ninety-seven and twenty-three hundredths (897.23) feet to a stone monument; thence southerly and turning to the right in a circular curve of two thousand four hundred and forty-eight and eighty-six hundredths (2448.86) feet radius and to which the preceding line is tangent eight hundred and nine and twenty-two hundredths (809.22) feet to a stone monument; thence southerly in a straight line turning to the right making an angle with the radius of the curved line described of $85^{\circ} 51'$ two hundred and thirty-eight and twenty-two hundredths (238.22) feet to a stone monument in said present easterly line of South street. The above described line is to be the westerly line of Pecousic Avenue as shown on plan hereinafter mentioned and filed herewith. The easterly line of same to be fifty (50) feet easterly of the above described line measured at right angles therewith and parallel thereto.

Direct Approach. Beginning at a point in the proposed westerly line of Pecousic Avenue as above described one hundred and thirty and eighty-seven one hundredths (130.87) feet southerly measured in said westerly line from a stone monument therein at the northerly end of a curve in said westerly line having a radius of twenty-four hundred and forty-eight and eighty-six one hundredths (2448.86) feet, said point being also in the center line of the South End Bridge extended easterly in the same direction and forming at its intersection with the proposed westerly line of Pecousic Avenue (the straight line northerly of said curve) an angle of ninety-five (95) degrees and forty-two (42) minutes, said angle lying on the northwesterly side of said intersection, thence westerly in the direction of said center line of the South End Bridge one hundred and ninety-four and one one-hundredths (194.01) feet to a point in the easterly line of South street, thence in the same direction across South street to the side line of the railroad location, thence in the same direction about one hundred and sixty-one (161) feet to the Harbor and Land Commissioners' line of the Connecticut River. The above described line is to be the center of location.

GENERAL METHOD OF CONSTRUCTION.

PECOUSIC AVENUE is to be graded as per section shown on plan filed herewith, the center line of the graded section to be midway between the side lines as described heretofore. The surface of said roadway to be worked thirty (30) feet in width as shown with a suitable macadam roadway six (6) inches in depth and a six (6) ft. cinder sidewalk along the westerly side of the macadam roadway, substantial wooden railings similar to those built by the Massachusetts State Highway Commission to be built on the easterly and westerly side of the graded section where required for the safety of the public. Suitable drains and culverts are to be provided wherever necessary.

DIRECT APPROACH which is shown on earth embankment is to be graded to a width of twenty-six (26) feet in the clear between fences as per

cross section shown on plan. The surface of said roadway is to be worked to a width of fourteen (14) feet with a suitable macadam roadway six (6) inches in depth with cobble gutters three (3) feet wide on both sides and a six (6) ft. cinder walk on the northerly side, the center line of the roadway to be on the center line of South End Bridge extended easterly. Suitable wooden railings similar to those built by the Massachusetts State Highway Commission, to be built on the side lines of the graded section. Necessary catch basins and drains to be provided wherever necessary. That portion of the direct approach that lies between the east abutment of the South End Bridge and a point one hundred and eighty-three and two tenths (183.2) feet easterly thereof to be supported on three (3) spans of steel bridges with suitable steel or stone supports and granite foundation. The first span commencing at the easterly end thereof to be fifty-four (54) feet in length, the second span crossing the tracks of the New York, New Haven and Hartford railroad to be eighty (80) feet in length, the third span to extend to the east abutment of the South End Bridge and to be forty-nine and two tenths (49.2) feet in length. The present South End Bridge crossing the Connecticut River to be raised to conform to the grade as hereinafter described and to have suitable stone or steel supports. The bridge over South street and the railroad location to be twenty (20) feet in width in the clear between the trusses or girders. The floor of the same to be of wood, bottom course of which is to be of three (3) inch hard pine, creosoted, the top or wearing surface to be of two (2) inch spruce with proper fenders and guard rails, the whole to be crowned in the middle so as to facilitate the drainage of surface water. The bridges to be of sufficient strength to properly carry a moving load of one hundred (100) lbs. to the square foot of floor surface.

GRADES.

The grades of said Pecousic Avenue and the direct approach shall be as follows:

PECOUSIC AVENUE. Beginning in the easterly line of South street and in the proposed center line of roadway at an elevation above the city base of eighty-seven and five-tenths (87.5) feet, thence five hundred and sixty-nine and eight-tenths (569.8) feet southerly in said center line of roadway rising five-tenths (0.5) feet to elevation eighty-eight (88) feet, thence five hundred and eighty-one (581.66) feet in the center line of said roadway rising ten (10) feet to elevation ninety-eight (98) feet, at the center line of South End Bridge extended easterly, thence seven hundred and seventy-one and sixty-three hundredths (768.07) feet southerly in the center line of said roadway falling ten (10) feet to elevation eighty-eight (88) feet, thence two hundred and seventy-eight and eight-tenths (278.8) feet southerly in center line of said roadway falling one (1) foot to elevation eighty-seven (87) feet at point in the easterly line of said South street.

DIRECT APPROACH. Beginning at a point thirteen (13) feet easterly of the proposed westerly line of Pecousic Avenue, said point being also in

the center line of South End Bridge extended easterly at an elevation above the city base of ninety-eight (98) feet, thence westerly in said center line two hundred and eighty-four and one-tenth (284.1) feet, rising twelve (12) feet to elevation one hundred and ten (110) feet, said last named point being at the easterly end of the proposed bridge of eighty (80) ft. span over the tracks of the Railroad Company. Thence one hundred and twenty-nine and two-tenths (129.2) feet in the same direction crossing the tracks of said railroad level and leaving a clear head room of eighteen (18) feet over said track to the easterly end of South End Bridge over the Connecticut river, thence in the same direction three hundred and twenty (320) feet falling ten and two-tenths (10.2) feet to elevation ninety-nine and eight-tenths (99.8) feet, thence in the same direction one hundred and sixty-five (165) feet falling three and seventy-five one-hundredths (3.75) feet to elevation ninety-six and five hundredths (96.05) feet, thence one hundred and seventy (170) feet falling one and fifty-five one-hundredths (1.55) feet to the level of the top of the present floor over a pier of said South End Bridge at elevation ninety-four and five-tenths (94.5) feet.

LAND NECESSARY TO BE TAKEN.

To lay out and construct said new way it is necessary that the following described parcels of land be and they hereby are taken:

Parcel No. 1, supposed to belong to Margaret Walker, bounded and described as follows: Beginning at the intersection of the easterly line of South street with the westerly line of Pecousic Avenue as heretofore described, thence southerly along westerly side of said Avenue about one hundred and eighty-eight (188) feet to land of the Homer Foot estate, thence easterly along land of said estate about fifty-one (51) feet, thence northerly along the easterly line of said Avenue as before described about four hundred and twenty-two (422) feet to South street, thence southerly along South street to the point of beginning. Bounded northerly on South street, easterly and westerly on other land of Margaret Walker and southerly on the Homer Foot estate.

For Slopes:

A triangular strip of land at the westerly side of Pecousic Avenue bounded easterly by Pecousic Avenue one hundred (100) feet; southerly by the Homer Foot estate three (3) feet and westerly by other land of said Margaret Walker.

A triangular strip on the easterly side of Pecousic Avenue bounded westerly by Pecousic Avenue two hundred (200) feet, southerly by land of the Homer Foot estate three (3) feet and easterly by other land of said Margaret Walker.

Parcel No. 2, supposed to belong to the Homer Foot estate, bounded and described as follows: Beginning at the intersection of the division line between Margaret Walker and the Homer Foot estate with the westerly line of Pecousic Avenue, thence southerly along said Avenue about five hundred and eighty-five (585) feet to land of C. A. Bartholomew, thence easterly along land of said Bartholomew about nine (9)

feet, thence in the same direction along the land of George R. Bond about forty-five (45) feet, thence northerly along the easterly line of Pecousic Avenue about six hundred (600) feet, thence westerly along land of Margaret Walker about fifty-one (51) feet to the point of beginning, bounded northerly by land of Margaret Walker, easterly and westerly on other land of the Homer Foot estate and southerly by land of C. A. Bartholomew and land of George R. Bond.

For slopes:

A strip of land on the westerly side of Pecousic Avenue bounded easterly by said Avenue about five hundred and eighty-five (585) feet, southerly by land of C. A. Bartholomew five (5) feet, westerly by other land of the Homer Foot estate about five hundred and eighty-five (585) feet northerly by land of Margaret Walker three (3) feet.

A strip of land on the easterly side of Pecousic Avenue bounded westerly by Pecousic Avenue about six hundred (600) feet, southerly by land of George R. Bond five (5) feet, easterly by other land of the Homer Foot estate about six hundred (600) feet, northerly by land of Margaret Walker three (3) feet.

Parcel No. 3, supposed to belong to Clarence A. Bartholomew, bounded and described as follows: Beginning at the intersection of the division line between land of C. A. Bartholomew and land of the Homer Foot estate with the westerly line of Pecousic Avenue, thence southerly along said Avenue about twenty-eight (28) feet, thence northerly along the division line between said Bartholomew and George R. Bond about twenty-six (26) feet, thence westerly along division line between land of said Bartholomew and the Homer Foot estate about nine (9) feet to the point of beginning.

For Slopes:

A strip of land five (5) feet wide on the westerly side of Pecousic Avenue with its westerly side five (5) feet from at right angles and parallel to the side line of said Avenue, bounded easterly by said Avenue, southerly by land of George R. Bond, westerly by land of said Bartholomew and northerly by land of the Homer Foot estate.

Parcel No. 4, supposed to belong to George R. Bond, bounded and described as follows: Beginning at the intersection of the division line between George R. Bond and the Homer Foot estate with the easterly line of Pecousic Avenue, thence westerly along said division line about forty-five (45) feet, thence along land of C. A. Bartholomew about twenty-six (26) feet, thence southerly along the westerly line of Pecousic Avenue about one hundred and ninety-two (192) feet, thence easterly along other land of said Bartholomew about fifty-four (54) feet, thence northerly along the easterly line of Pecousic Avenue about two hundred and twenty-two (222) feet to the point of beginning, bounded northerly by land of the Homer Foot estate, westerly by land of C. A. Bartholomew and other land of George R. Bond, southerly by other land of said Bartholomew and easterly by other land of said Bond.

For Slopes:

A strip of land on the westerly side of Pecousic Avenue bounded easterly by said Avenue about one hundred and eighty-three (183) feet, southerly by other land of said Bond, hereinafter described as necessary for the Direct Approach about eight (8) feet, westerly by other land of said Bond and by land of C. A. Bartholomew, northerly by land of said Bartholomew, said strip five (5) feet in width where its westerly line intersects the land of said Bartholomew.

A strip of land on the easterly side of Pecousic Avenue with its westerly side parallel with and six (6) feet from said Avenue at right angles bounded northerly by the Homer Foot estate, westerly by Pecousic Avenue, southerly by land of said Bartholomew, easterly by other land of said Bond.

Parcel No. 5, supposed to belong to Clarence A. Bartholomew, bounded and described as follows: Beginning at the intersection of the division line between land of said Bartholomew and George R. Bond with the easterly line of Pecousic Avenue, thence westerly along land of said Bond about fifty-four (54) feet, thence southerly along the westerly line of said Avenue about two hundred and fifty-one (251) feet to land of Hannah L. Osborn and Ora A. S. Cram, thence easterly along land of said Hannah L. Osborn and Ora A. S. Cram about fifty-two (52) feet, thence northerly along the easterly line of Pecousic Avenue about two hundred and fifty-two (252) feet to the point of beginning. Bounded northerly by land of George R. Bond, easterly and westerly by other land of C. A. Bartholomew and southerly by land of Hannah L. Osborn and Ora A. S. Cram.

For Slopes:

A strip of land about one hundred and ninety (190) feet in length on the westerly side of Pecousic Avenue with westerly side ten (10) feet from at right angles and parallel to said Pecousic Avenue bounded northerly by land hereinafter described as necessary for the Direct Approach, easterly by Pecousic Avenue, westerly by other land of said Bartholomew, and southerly by land of Hannah L. Osborne and Ora A. S. Cram.

A strip of land on the easterly side of Pecousic Avenue six (6) feet wide at right angles to Pecousic Avenue at the north end and uniformly decreasing to a point at the south end at the land of Hannah L. Osborn and Ora A. S. Cram, bounded northerly by land of George R. Bond, westerly by Pecousic Avenue, easterly by other land of said Bartholomew.

Parcel No. 6, supposed to belong to Hannah L. Osborn and Ora A. S. Cram, bounded and described as follows: Beginning at the intersection of the division line between land of C. A. Bartholomew and Hannah L. Osborn and Ora A. S. Cram, with the westerly line of Pecousic Avenue, thence southerly along said line of Pecousic Avenue about two hundred and sixteen (216) feet, thence easterly along the land of C. C. Lewis about fifty and five-tenths (50.5) feet, thence northerly along the easterly line of Pecousic Avenue about two hundred and thirteen (213)

feet, thence westerly along the land of said Bartholomew about fifty-two (52) feet to the point of beginning, bounded northerly by land of C. A. Bartholomew, easterly and westerly by other land of Hannah L. Osborn and Ora A. S. Cram, and southerly by land of C. C. Lewis.

For Slopes:

A strip of land six (6) feet wide on the westerly side of Pecousic Avenue with its westerly side six (6) feet from at right angles and parallel to the side line of said Avenue bounded northerly by land of said Bartholomew, easterly by said Avenue, southerly by land of said Lewis and westerly by other land of said Hannah L. Osborn and Ora A. S. Cram.

Parcel No. 7, supposed to belong to C. C. Lewis, bounded and described as follows: Beginning at the intersection of the division line between land of C. C. Lewis and Hannah L. Osborn and Ora A. S. Cram with the westerly line of Pecousic Avenue, thence southerly about three hundred and twenty-one (321) feet along the westerly line of said Avenue, thence easterly about fifty (50) feet along the land of John Leary Heirs, thence northerly about three hundred and twenty-one (321) feet along the easterly line of said Avenue, thence westerly about fifty and five-tenths (50.5) feet along the land of said Hannah L. Osborn and Ora A. S. Cram to the point of beginning, bounded northerly by land of Hannah L. Osborn and Ora A. S. Cram, easterly and westerly by other land of said Lewis and southerly by land of John Leary heirs.

For Slopes:

A strip of land on the westerly side of Pecousic Avenue six (6) feet wide at right angles to said Avenue at the north end and uniformly decreasing to a point at one hundred (100) feet from the northerly end, bounded northerly by land of Hannah L. Osborn, and Ora A. S. Cram six (6) feet, easterly by said Avenue one hundred (100) feet and westerly by other land of said Lewis.

Parcel No. 8, supposed to belong to John Leary heirs, bounded and described as follows: Beginning at the intersection of the division line between land of C. C. Lewis and John Leary heirs with the westerly line of Pecousic Avenue, thence southerly along said Avenue about one hundred and fifty-nine (159) feet to the easterly line of South street, thence southerly along South street about two hundred and fifty-four (254) feet thence northerly along the line of Pecousic Avenue about four hundred and eight (408) feet, thence westerly along the land of said Lewis about fifty (50) feet to the point of beginning. Bounded northerly by land of said Lewis, easterly and westerly by other land of John Leary heirs and southerly by South street.

For Slopes:

A strip of land on the westerly side of Pecousic Avenue with its westerly side ten (10) feet from at right angles and parallel to the side line of said Avenue, bounded easterly by said Avenue, northerly by land of said Lewis, westerly by other land of John Leary heirs and southerly by South street.

Parcel No. 9, supposed to belong to George R. Bond, bounded and described as follows: A triangular piece of land bounded southerly by land of Clarence A. Bartholomew, easterly by the westerly line of Pecousic Avenue and northerly by other land of said Bond along a line running between a point in the westerly line of Pecousic Avenue which is thirty-six (36) feet northerly from the intersection of the center line of South End Bridge extended easterly with the west line of Pecousic Avenue and a point which is fifty (50) feet northerly measured along South street from the aforesaid center line of South End Bridge.

Parcel No. 10, supposed to belong to Clarence A. Bartholomew, bounded and described as follows: Bounded northerly by land of George R. Bond, and other land of said Bartholomew along a line running between a point in the westerly line of Pecousic Avenue, which is thirty-six (36) feet northerly from the intersection of the centerline of South End Bridge extended easterly with the westerly line of Pecousic Avenue and a point which is fifty (50) feet northerly measured along South street from the aforesaid center line of South End Bridge; westerly by South street ninety-five (95) feet. Southerly by other land of said Bartholomew along a line running between a point in the westerly line of Pecousic Avenue thirty-three (33) feet southerly from the intersection of the center line of South End Bridge extended easterly with the westerly line of Pecousic Avenue and a point which is forty-five (45) feet southerly measured southerly along South street from the aforesaid center line of South End Bridge, easterly by Pecousic Avenue.

DISCONTINUANCE.

All that portion of the present highway which lies within the location of The New York, New Haven and Hartford Railroad Company and also all that portion of South street which shall be occupied by abutment, embankment or slopes are hereby discontinued, to take effect upon the completion of the work herein ordered.

P L A N.

The alterations hereinbefore described are shown upon a plan entitled "Plan and Profile showing Separation of Grades, South End Bridge Crossing, Springfield, Massachusetts", which plan is verified by our signatures and is made a part of this finding.

P E R F O R M A N C E o f t h e W O R K.

The New York, New Haven and Hartford Railroad Company shall furnish all the material and do all the work made necessary for the carrying out of the provisions of this finding, between the easterly end of the Direct Approach so-called, where it joins the westerly line of Pecousic Avenue, to and including the abutment supporting the westerly end of the railroad bridge and the easterly end of the river bridge. The city of Springfield shall furnish all the material and do all the work upon Pecousic Avenue and upon the river bridge.

D I S T R I B U T I O N o f E X P E N S E S.

We decide that the Commonwealth of Massachusetts shall pay twenty-five per cent of the whole cost of the alterations including the com-

pensation and expenses of the commission, cost of hearings, compensation and expenses of the auditor, and all damages, including those mentioned in Section 5, chapter 428, Acts of 1890, now Revised Laws, chapter 111, section 153; and that the city of Springfield shall pay ten per cent of all of said expenses; and that the New York, New Haven and Hartford Railroad Company shall pay sixty-five per cent of all of said expenses.

R I V E R B R I D G E.

If the city of Springfield shall decide in connection with this work to make certain alterations in the river bridge by carrying said bridge on a level from the easterly end thereof to a certain point in the river and then beginning the descent of grade towards the westerly side of the river, so as to conform with requirements of the War Department of the United States Government, or for any other reason, it shall be at liberty so to do, and the expenses which would have been incurred in altering the river bridge as herein above described, shall be charged to the cost of eliminating said grade crossing, the additional expense if any in altering said river bridge in a manner different from that herein above described to be borne by said city or by said city and the town of Agawam as may be agreed upon between them or determined by law.

This report, and all the findings contained therein, has been agreed to and approved of by the petitioner, the city of Springfield, and the respondent, the New York, New Haven & Hartford Railroad Company.

The Attorney General of the Commonwealth did not care to be heard in the matter of the adoption of this report.

John W. Corcoran	}	Commissioners
John J. Flaherty		
George F. Swain		

Filed June 24th, 1903.

Commonwealth of Massachusetts.

Hampden, ss.

Superior Court.

No. 12 Eq.

The Mayor and Aldermen of the City of Springfield, Petitioners for the Abolition of South End Bridge Grade Crossing, so-called, over the tracks of the New York, New Haven and Hartford Railroad Company in the City of Springfield.

Decree of the Court.

In this case, the decision of John W. Corcoran, John J. Flaherty and George F. Swain, having been duly filed in this court, and the same having been considered, and a certificate of the Board of Railroad Commissioners having been filed in this case, as required by Section 5, Chapter 440 of Acts of 1902, certifying that in the opinion of the Board the adoption of the plan set forth in the report of said Commissioners for the abolition of said grade crossing, and the expenditure to be incurred thereunder, are consistent with the public interests, and are reasonably requisite to secure a fair distribution between the different cities, towns and railroads of the commonwealth of the public

money appropriated for the abolition of grade crossings, and that such expenditure will not, in the judgment of said Board, exceed the amount provided to be paid by the Commonwealth under Section 5 chapter 440 of the Acts of 1902; it is hereby

Ordered, Adjudged and Decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

By the Court sitting in Springfield

July 7, 1903.

ELISHA B. MAYNARD,

Justice of Superior Court.

The City of Springfield moves the entry of the foregoing decree.

Henry A. King, City Solicitor.

The Commonwealth does not desire to be heard on the above motion.

Robert G. Dodge, Assistant Attorney-General.

The Railroad Company does not desire to be heard on the above motion

F. A. Farnham, Attorney

Filed July 7th, 1903.

July 8th, 1903, True copies. Attest:-

(L. S.)

Robert O. Morris, Clerk.

Arthur Daigle

released from Truant Hampden, ss.

School on parole.

Commonwealth of Massachusetts.

County Commissioners' Meeting. July 10th, 1903.

To all persons to whom these presents shall come:- GREETING:-

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Arthur Daigle of Indian Orchard, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Arthur Daigle be permitted to go on his parole during the remainder of his said sentence.

J. M. Sickman }
W. H. Brainerd } county commissioners.

Ernest E. Hobson

et als. Petrs. for
relocation of Thorn-
dike St. in Palmer

15.

Book of Plans 3,
Page 70.

To the County Commissioners of the County of Hampden:-

We, the undersigned inhabitants of the town of Palmer in said county of Hampden, hereby petition your honorable board to relocate a certain highway within said town of Palmer, known as Thorndike street, from a point at its intersection with Main street to a point near the northerly end of the cemetery on said Thorndike street, for the purpose of establishing the boundary lines of said highway.

Ernest E. Hobson and others, Petitioners.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, September 21, 1903.

On the Petition of Ernest E. Hobson and others, praying for a highway to be relocated in the town of Palmer.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighteenth day of July A.D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:

Beginning at an iron bar driven in the ground that marks an angle in the northerly line of Main street. Thence north $28^{\circ} 30'$ east (at an angle with the line of Main street easterly from said bar of a $124^{\circ} 6'$) 1133.45 feet to a stone bound near the westerly line of Pine street. Thence north $30^{\circ} 35'$ east crossing said Pine street 566.85 feet to a stone bound. The above is a description of the westerly line of said street. The easterly line begins at an iron bar driven in the ground in the northerly line of said Main street at point bearing south $27^{\circ} 24'$ east from the point of beginning of the westerly line and 57.9 feet distant from said point. Thence north $28^{\circ} 39'$ east passing 48 feet easterly measured at right angles from the first described bound 500.5 feet to a bar driven in the ground near the northerly line of Pleasant street. This bound is 49.5 feet measured at right angles from the westerly line of the street, from thence the easterly line of the street is parallel to and 49.5 feet distant from the westerly line.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees.

A plan of said relocation is filed herewith and made a part of this order. William H. Brainerd, Esq., being disqualified on account of residence, William H. Porter, Associate Commissioner, was called in and acted in his stead.

J. H. Hendrick }
J. M. Sickman } County Commissioners.

William H. Porter, Associate Commissioner.

Hampden, ss. County Commissioners' Meeting, September 24th A.D. 1903

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

H. E. Schmuck et als
Petr. for reloca-
tion of Elm St. West
Springfield

8.

Additional land
damages.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, held at the court house in Springfield, August 5th, 1903.

Upon a further consideration of the question of damages caused by the relaying of a highway in West Springfield, on the petition of H. E. Schmuck and others, it is now ordered that the additional sum of seven dollars (\$7.00) be paid to Helen V. Combs from the county treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

J. H. Hendrick }
W. H. Brainerd } County Commissioners.

County Treasurer
authorized to borrow
in anticipation of
county tax.

The Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting August 5th, 1903.

VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding Twenty-five Thousand Dollars (\$25,000) and to make, execute and deliver a note or notes to that amount, payable November 5th, 1903, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding five per cent per annum.

J. H. Hendrick }
W. H. Brainerd } County Commissioners.

Order for repairs
of heating and ven-
tilating apparatus
at jail and house
of correction.

August 24, 1903.

It now appears to the County Commissioners that the ventilating and heating apparatus at the jail and house of correction is in need of immediate repair and that the season is so far advanced that work should begin at once, and that an emergency exists, so that said repairs should be contracted for without advertisement and posting of notice for proposals.

H. E. Madden et als
Petr. for reloca-
tion of Prince St.
in Agawam

23.

Additional land
damages.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, held at the court house in Springfield, September 21st, 1903.

Upon a further consideration of the question of damages caused by the relaying of a highway in Agawam, on the petition of H. E. Madden and others, it is now ordered that the additional sum of one hundred dollars (\$100.) be paid to W. H. Harmon from the county treasury, when

June Meeting, 1903.

the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

The sum of four hundred six dollars and forty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

Sundry accounts being presented, are allowed, and the same amounting to the sum of eighteen thousand eight hundred and seventy-seven dollars and ninety-four cents are ordered to be paid from the county treasury.

Accounts
\$ 18,877.94

Hampden, ss. September 29th, 1903.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The following person is allowed the sum set against her name for damages to lands taken for highways, amounting to the sum of seven dollars and the same is ordered to be paid from the county Treasury.

To Helen V. Combs on petition of H. E. Schmuck et als., \$ 7.00

Land damages.
\$ 7.00

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the sixth day of said month, and by adjournment on the seventh, ninth, thirteenth and twenty-third days of said month, and by adjournment on the fourth, sixteenth and twenty-first days of November and by adjournment on the second, fourth and fourteenth days of December, in the year of our Lord one thousand nine hundred and three.

Present, Joel H. Hendrick, Esq. Chairman.

James M. Sickman, Esq.

William H. Brainerd, Esq.

} County
Commissioners.

E. O. Northway et
als. Petrs. to have
highway in Tolland
located anew.

2.

Book of Plans 3,
Pages 71 - 74.

To the Honorable County Commissioners of Hampden County, Mass.-

We, the undersigned citizens and tax-payers of the town of Tolland, Otis, and Sandisfield, respectfully petition that a highway be laid out, commencing at the corner of the Westfield and North Western district road near schoolhouse in the town of Tolland, thence running southwesterly through lands of Mary Jane Snow, Cebra Haley, Henry Soule and E. P. & Howard Twining to the turnpike road near the Farmington River which is called Lee & Hartford turnpike and that a bridge be built over the Farmington River at the southwestern end of said highway, to be laid out.

E. O. Northway and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-eight, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 13, 1903.

On the Petition of E. O. Northway and others, praying for a highway to be located in the town of Tolland.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirteenth day of August A. D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now locate said highway in the manner following:

Commencing at a stone monument in the westerly line of the Otis Road or Clark street (so-called) opposite the Belden Road at land supposed to belong to Sebra N. Haley, thence north 51° 39' west about three hundred

thirty-eight and forty-one one-hundredths (338.41) feet to a stone monument, thence south $71^{\circ} 19'$ west eight hundred eighty-six and seven tenths (886.7) feet to a stone monument, thence south $81^{\circ} 31' 30''$ west three hundred seventeen and ninety-six one-hundredths (317.96) feet to a stone monument, thence south $32^{\circ} 00'$ west nine hundred eighty-three and one-tenth (983.1) feet to a stone monument, thence south $52^{\circ} 30'$ west two hundred eighty-one and sixty-three one-hundredths (281.63) feet to a stone monument, thence south $81^{\circ} 00' 30''$ west one hundred twenty-nine and seventeen one-hundredths (129.17) feet to a stone monument, thence north $74^{\circ} 47'$ west one hundred thirty-six and eighty-five one-hundredths (136.85) feet to a stone monument, thence north $33^{\circ} 56'$ west one hundred fifty-two and eighty-four one-hundredths (152.84) feet to a stone monument, thence north $66^{\circ} 14'$ west two hundred forty-three and twenty-four one-hundredths (243.24) feet to a stone monument, thence north $26^{\circ} 57'$ west ninety-six and five one-hundredths (96.05) feet to a stone monument, thence north $8^{\circ} 00' 30''$ west one hundred twenty-two and seven tenths (122.7) feet to a stone monument, thence north $51^{\circ} 02' 30''$ west two hundred sixteen and five one-hundredths (216.05) feet to a stone monument, thence north $12^{\circ} 45' 30''$ west three hundred eleven and eighty-six one-hundredths (311.86) feet to a stone monument, thence north $56^{\circ} 33'$ west three hundred seventy-five and twenty-five one-hundredths (375.25) feet to a stone monument, thence south $69^{\circ} 15'$ west sixty-eight and twenty-five one-hundredths (68.25) feet to a stone monument, thence south $27^{\circ} 20'$ west one hundred twenty-eight and five one-hundredths (128.05) feet to a stone monument, thence south $89^{\circ} 42' 30''$ west four hundred twenty-nine and forty-one one-hundredths (429.41) feet to a stone monument, thence south $55^{\circ} 37'$ west one hundred fifty-six and eleven one-hundredths (156.11) feet to a stone monument, thence south $43^{\circ} 26' 40''$ west two hundred sixty-four and three tenths (264.3) feet to a stone monument, thence south $20^{\circ} 39' 40''$ west one hundred fifty-seven and fifty-nine one-hundredths (157.59) feet to a stone monument, thence south $61^{\circ} 32' 30''$ west one hundred fifty-five and forty-eight one-hundredths (155.48) feet to a stone monument, thence south $72^{\circ} 48'$ west one hundred seventy-three and eighty-seven one-hundredths (173.87) feet to a stone monument, thence south $29^{\circ} 38' 30''$ west one hundred six and thirty-nine one-hundredths (106.39) feet to a stone monument, thence south $15^{\circ} 26'$ east one hundred fifty-eight and one tenth (158.1) feet to a stone monument, thence south $48^{\circ} 57'$ west about forty-three and five tenths (43.5) feet to the center line of the Farmington River or the easterly line of the town of Sandisfield, Mass.

The foregoing description is for the northerly or right hand line of the highway. The southerly line is parallel to the northerly line and the road is laid fifty (50.0) feet wide.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves or their agents, on

the subject of damages, by them sustained by reason of laying out said highway, no damages were claimed and none awarded. And it is ordered by said Commissioners that the inhabitants of said town of Tolland shall, on or before the first day of November 1904, complete and finish the same, so that twelve (12) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six (6) inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of wood stone or iron; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. The surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners; when the said highway shall have been constructed to the acceptance of the said Commissioners there shall be paid to said town of Tolland out of the County Treasury, the sum of one thousand five hundred dollars. A plan of said location is filed herewith and made a part of this order. Harrison Loomis, Esq., Associate Commissioner, acted in place of James M. Sickman, Esq.

J. H. Hendrick }
W. H. Brainerd } County Commissioners

H. Loomis, Associate commissioner.

County Commissioners' Meeting.

Hampden, ss.

October 13th, A.D. 1903

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Enos W. Boise et als
Petr. for location
of highway in
Blandford

13.

Book of Plans, 3
Page 77.

Blandford, Mass. May 6th 1903.

To the Honorable County Commissioners Hampden County.-

We the undersigned citizens of Blandford Mass. hereby represent that public necessity and convenience require location of a highway or road in said Blandford to be located as follows beginning on the Blandford and Russell Stage Road near iron water tank westerly of the house

of Wm. E. Hinsdale thence running southerly and southwesterly on the private way known as Blandford Brick and Tile Road to a point on Blandford and Westfield Road opposite Kaoline Mine of the Blandford Brick and Tile Co. We therefore hereby request your Honorable Board will view the premises and grant the prayer of your petitioners and as in duty bound would ever pray.

Enos W. Boise and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and three, and was continued from meeting to meeting, to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 13th, 1903.

On the Petition of Enos W. Boise and others, praying for a highway to be located in the town of Blandford.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-ninth day of July A. D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And at the time of said view, no person interested having objected, said Commissioners do locate said highway in the manner following:-

Commencing at a stone monument in the northerly line of the highway leading from Blandford to Westfield, thence north $53^{\circ} 00'$ east two hundred one and five tenths (201.5) feet to a stone monument, thence north $9^{\circ} 00'$ east one hundred fifty-six (156.0) feet to a stone monument thence north $4^{\circ} 30'$ west four hundred ninety-one and five tenths (491.5) feet to a stone monument, thence north $15^{\circ} 30'$ west nine hundred eighty (980.0) feet to a stone monument in the southerly line of the highway leading from Blandford to Russell. The foregoing description is for the westerly line of the highway. The easterly line is parallel to the westerly line and the road is laid fifty (50.0) feet wide.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit: no damages are claimed, and none are allowed.

And it is ordered by said Commissioners that the inhabitants of said town of Blandford shall, on or before the first day of June 1904, complete and finish the same, so that fourteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall

be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of stone, brick or iron; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workman-like manner, to the acceptance of said Commissioners. A plan of said location is filed herewith and made a part hereof.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss. County Commissioners' Meeting, October 13 A.D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

Geo. F. Grout et
als., Petrs. for
relocation of Elm
St. in Westfield

14.

Book of Plans 3,
Page 75.

To the County Commissioners of the County of Hampden:-

Respectfully represent your petitioners that:- they are inhabitants of the town of Westfield, in said County; that common convenience and necessity require that a portion of Elm street, which is a way within such town, to wit, that portion of said way between the southerly line of Arnold street, produced and the northerly line of Orange street, produced, should be relocated, for the purpose of establishing the westerly boundary line of such portion of said way, or of making alterations in the course and width of said portion of said way; and that such parts of said way as may be westerly of such westerly boundary line as your honorable board may establish, may be discontinued.

Wherefore they pray that your honorable board, after due notice and hearing, may make such relocation and discontinuance.

Dated, March sixth, 1903.

Geo. F. Grout and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April in the year of our Lord one thousand nine hundred and three, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 13th, 1903.

On the Petition of George F. Grout and others, praying for a highway to be relocated in the town of Westfield.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August A. D. 1903, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the eleventh day of September 1903, as the time when they would proceed to relocate said highway, and gave due notice as the law directs.

And now said Commissioners relocate the westerly side of said highway in the manner following:

Commencing at an iron monument in the westerly line of Elm street as relaid by the County Commissioners October, 1866 and in the southerly line of Arnold St. as laid by the Board of Selectmen 1848, thence north $12^{\circ} 21' 58''$ east one hundred sixty-four and four hundred sixty-four one-thousandths (164.464) feet to the southeasterly corner of the brick building belonging to the Heirs of E. R. Van Deusen, thence north $12^{\circ} 12'$ east three hundred seventy-five and ninety-five one-hundredths (375.95) feet to an iron monument, supposed to be in the southerly line of Franklin street, thence north $1^{\circ} 23' 26''$ east eighty-three and two hundred ninety-three one-thousandths (83.293) feet to a stone monument, supposed to be in the northerly line of Franklin street, thence north $15^{\circ} 24' 07''$ east three hundred ninety-seven and three hundred eighteen one-thousandths (397.318) feet to the southerly corner of the westerly abutment of the N.Y., N.H. & H. R.R. bridge, thence north $17^{\circ} 34' 53''$ east eighty-five and five hundred twenty-seven one-thousandths (85.527) feet to a stone monument, thence north $16^{\circ} 00' 05''$ east one hundred ninety-seven and five hundred seventy-seven one-thousandths (197.577) feet to the northeasterly corner of the brick building belonging to the Heirs of James H. Waterman, said point being also in the southerly line of Orange street, thence north $16^{\circ} 48' 51''$ east forty-four and thirty-seven one-hundredths (44.37) feet to an iron monument in the northerly line of Orange street as laid by the Board of Selectmen April, 1889 and in the westerly line of Elm street as relaid by the Board of County Commissioners August, 1879. Note:- All bearings are from the true meridian. Harrison Loomis, Esq. Associate Commissioner, acted in place of James M. Sickman, Esq.

J. H. Hendrick }
W. H. Brainerd } County Commissioners.

H. Loomis, Associate Commissioner.

Hampden, ss. County Commissioners' Meeting, October 13th A.D. 1903

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as

a public highway forever.

Attest:-

Robert O. Morris, Clerk.

William Blair et
als., Petrs. for
location of highway
in Agawam

16.

Book of Plans 3,
Page 76.

To the Honorable Board of Commissioners Hampden County, Massachusetts.-
Respectfully Represent the undersigned citizens of Agawam in said
county, that common convenience and necessity require the laying out of
a new highway, as follows namely-

Beginning at a point on Springfield Street in said Agawam near the
house of Charles H. Hall; thence southerly along the old "Parish Line"
to Mill street, near the house of Judson Westcott. And we pray you to
view said premises and make such order as public convenience may require.
Agawam, Aug. 1, 1903.

William Blair and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield, within and for said county, on the fourth
Tuesday of June, in the year of our Lord one thousand nine hundred and
three, and was continued to this meeting, and due proceedings having
been had thereon, the County Commissioners file the following location
report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 13th, 1903.

On the Petition of William Blair and others, praying for a highway
to be located in the town of Agawam.

It appearing that all persons and corporations interested therein had
been duly notified of the time and place of meeting, the said County
Commissioners did, on the eighth day of September A. D. 1903, view said
highway, and hear all parties interested, and did adjudge that common
convenience and necessity required that said highway should be located.
And at the time of said view, no person interested having objected, af-
ter adjudicating as aforesaid, said Commissioners do locate said high-
way in the manner following:

Beginning at a stone monument on the northerly line of Mill street
and on the "Old Parish Line" and running thence north 4° east one thou-
sand three hundred and fifty-eight one half (1358 1/2) feet to a stone
monument, thence north 2° 30' east seven hundred nineteen (719) feet to
a stone monument; thence north 5° east one thousand one hundred and ten
(1110) feet to a stone monument on the southerly line of Springfield
street, said street is laid out fifty feet wide and the line described
is the easterly line thereof.

And the owners of the land, over which said highway is thus laid
out, are allowed until the first day of May, next, to remove therefrom
their buildings, wood, timber or trees. And said Commissioners having
heard the proprietors of said lands, by themselves, or their agents, on
the subject of damages, by them sustained by reason of laying out said
highway, have estimated the same as follows, to wit:

To	Christian F. Hauff	\$ 200.
	Homer F. Flower	100.
	Calixte Duclos	50.
	H. Willis Austin	50.
	Mrs. Mary A. Warriner	5.

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of Agawam shall, on or before the first day of July, 1904, complete and finish the same, so that fourteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Drains and sluices shall be of stone, iron or tile and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least two feet; the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. A plan of said location is filed herewith and made a part of this order. Harrison Loomis, Esq. Associate Commissioner, acted in place of James M. Sickman, Esq.

J. H. Hendrick	}	County Commissioners.
W. H. Brainerd		
H. Loomis, Associate Commissioner.		

Hampden, ss. County Commissioners' Meeting. October 13th A.D. 1903.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Leonard Clark et
als., Petrs. for
ferry between
Springfield and
Agawam.

17.

Commonwealth of Massachusetts.
Hampden, ss.

To the County Commissioners of the County of Hampden.

Respectfully represents your petitioners that they are legal voters
of the City of Springfield.-

That public necessity and convenience demand the establishment
and maintenance of a public ferry between points in said City of Spring-
field and the town of Agawam just southerly of the South End Bridge,
so-called, across the Connecticut River, for such time as said bridge
shall be closed to travel on account of its alteration to comply with
certain orders of the War Department of the United States, and also
with a decree of a certain commission for the separation of the grades
of the highway and of the tracks of the New York, New Haven and Hart-
ford Railroad Company where the same cross at grade near the easterly
end of said bridge.

WHEREFORE your petitioners pray your Honorable Board to decree the
necessity of establishing and maintaining such ferry, for such period
of time between said city and town; to so establish and decree the main-
tenance of such ferry; to apportion the cost between said city and town,
or otherwise, if any there be in excess of the receipts from tolls, for
the maintenance and establishment of said ferry; and for such other
order in the premises as may seem fit and proper.

Dated at Springfield aforesaid this thirtieth day of July, 1903.

Leonard Clark and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commis-
sioners holden at Springfield within and for said county, on the fourth
Tuesday of June, in the year of our Lord one thousand nine hundred and
three, when the Commissioners appointed a place and time for a hearing,
and directed notice of the same to be given, and this petition was con-
tinued to this meeting, and now it is ordered that said petition be
dismissed.

Selectmen of West
Springfield, Petrs.
for repair of
Chicopee and West
Springfield bridge.

18.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners of the county of Hampden:

The Inhabitants of West Springfield, a municipal corporation in
the county of Hampden, respectfully represents to your Honorable Board
that the bridge across the Connecticut River between the city of Chico-
pee and the town of West Springfield in said county of Hampden is a
public highway; that by virtue of the provisions of Chapter 237 of the
Acts and Resolves of the year eighteen hundred and seventy said bridge
is to be kept in repair by the said city of Chicopee and the said town
of West Springfield; that said bridge is now in need of repairs and is
unsafe and dangerous for travelling thereon; that the said city of Chico-
pee has been requested by your petitioner to join with said town of
West Springfield in making necessary repairs on said bridge, and said
city of Chicopee has refused to do so, and a difference has arisen be-

tween said city of Chicopee and said town of West Springfield as to the mode and time of making said repairs:

Wherefore it prays your Honorable Board that after due notice and hearing to all parties interested, it will pass such an order for the maintenance and repair of said bridge as in the opinion of your Honorable Board public good may require.

Inhabitants of West Spgfld.

By	H. E. Schmuck	}	Board of Selectmen of Town of West Springfield.
	Dexter E. Tilley		
	A. A. Sibley		

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and three, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and this petition was continued to this meeting, and now it is ordered that said petition be dismissed.

November, 1903.

A petition to the Commissioners of and for the county of Hampden,-

We, the undersigned, taxpayers and voters of the town of West Springfield, do respectfully submit to your honorable board, that in view of the recent burning of the Conn. River Bridge connecting Chicopee and West Springfield, travel between those places is cut off.

Inasmuch as the traffic has been of large proportions and its discontinuance is a serious damage to both Chicopee and West Springfield and the adjacent parts of the county, we, your petitioners respectfully pray that you will view the premises and take such action toward establishing a ferry over the river, and later the construction of a suitable bridge, as under the circumstances shall deem best.

H. S. Hyde and others, Petitioners.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. December 4th, 1903.

On the petition of H. S. Hyde and others for a ferry between Chicopee and West Springfield. After a hearing and having fully considered the evidence and the law, said Commissioners now determine that the prayer of said petition be granted, and it is ordered, (no person appearing to keep said ferry for the profits thereof) that the city of Chicopee and town of West Springfield cause a suitable boat to be procured and provided and equipped ready for use on or before the first day of March next, or as soon thereafter as the condition of the river will

H. S. Hyde et als.,
Petrs. for a ferry
between Chicopee &
West Springfield.

19.

Schedule of rates,
Page 108.

permit, and one or more suitable persons to keep and attend said ferry at the place designated as aforesaid.

And it is further ordered that the expense of procuring said boat and maintaining said ferry shall be apportioned as follows: two-thirds to the city of Chicopee and one-third to the town of West Springfield.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

Contract awarded
Charles A. Wright
for furnishing Jail
and House of Correc-
tion with provisions

October 7th, 1903.

Contract awarded Charles A. Wright for furnishing the Jail and the House of Correction with provisions for the year ensuing.-

Corned beef, 3 95/100 cents, per lb.

Salt Pork, 8 cents, per lb.

Dennis Donovan
released from Truant
School on parole.

Hampden, ss.

Commonwealth of Massachusetts.

County Commissioners' Meeting.

October 9th, 1903

To all persons to whom these presents shall come:- GREETING.

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Dennis Donovan, of Springfield, in said county, a child committed to the Hampden County Truant School upon the complaint of John G. Taylor, to be at liberty,-

It is now ordered that the said Dennis Donovan be permitted to go on his parole during the remainder of his said sentence.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

County Treasurer
authorized to pur-
chase Bonds.

Hampden, ss.

Commonwealth of Massachusetts.

County Commissioners' Meeting,

October 23d, 1903.

To M. WELLS BRIDGE, County Treasurer:-

You are hereby authorized to purchase from the funds in your hands as Treasurer of the Hampden County Sinking Fund, Sixteen thousand dollars in Hampden County threes, due August 1st, 1905, buying on a four per cent basis, Twenty-two thousand dollars in Springfield Water bonds, sixes, due April 1st, 1905, and on a four per cent basis.

J. H. Hendrick } Commissioners of Hampden County
J. M. Sickman } Sinking Fund.

October Meeting 1903

Order for Transfer.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. October 23d, 1903.

To M. WELLS BRIDGE, Treasurer of Hampden County:-

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to your account as Treasurer of the Sinking Fund of said County, the sum of thirty-five thousand dollars (\$ 35,000.00) and to hold the same subject to order from the Commissioners of the Sinking Fund of said County.

J. H. Hendrick } County Commissioners of
J. M. Sickman } Hampden County.

Commonwealth of Massachusetts.
Hampden, ss.

The County Commissioners for the county of Hampden, having viewed and carefully examined throughout, the location and construction of highway in Blandford in said county, located and ordered upon the petition of Enos W. Boise and others and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same. William H. Porter, Esq. Associate Commissioner acted in place of William H. Brainerd, Esq. and Joel H. Hendrick, Esq. County Commissioners.

Witness our hands this 16th day of November A. D. 1903.

J. M. Sickman, County Commissioner.

Wm. H. Porter, Associate Commissioner.

Acceptance of highway
in Blandford located
on petition of Enos
W. Boise et als.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. December 2, 1903.

To M. WELLS BRIDGE, County Treasurer:-

You are hereby authorized to purchase from the funds in your hands as Treasurer of the Hampden County Sinking Fund, TWENTY-THREE THOUSAND DOLLARS of Chicago, Burlington and Quincy Railroad Co. bonds (extended), 4s due July, 1905 and paying for the same 99 3/4 and accrued interest.

J. H. Hendrick } Commissioners of Hampden County
J. M. Sickman } Sinking Fund.
W. H. Brainerd }

County Treasurer
authorized to purchase
bonds.

December 2, 1903.

The copies of the records of votes for Register of Deeds for the county of Hampden, being examined and counted, it appears that James R. Wells, of Springfield, has ten thousand eight hundred and twenty votes, Michael J. O'Connor, of Holyoke, has seven thousand two

James R. Wells
elected
Register of deeds.

hundred and fifty-six votes, Franklin N. Graves, of Chicopee, has one thousand nine hundred and thirty-three votes, Samuel B. Spooner, of Springfield, has ninety-eight votes and Samuel C. Roberts, of Springfield, has three votes. The said James R. Wells, of Springfield, having the highest number of votes is declared to be elected.

M. Wells Bridge
elected
County Treasurer.

The copies of the records of votes for County Treasurer, having been examined and counted on the same day, it appears that M. Wells Bridge, of Springfield, has ten thousand one hundred and seventy votes, William E. Parsons, of Springfield, has seven thousand nine hundred and thirty-six votes, and William S. Spooner, of West Springfield, has one thousand eight hundred and ninety-six votes. The said M. Wells Bridge, of Springfield, has the highest number of votes and is declared to be elected.

H. E. Madden et als.
Petr. for location
of Prince street in
Agawam.

23.

2d. Amendment.

3d Amendment page
102.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting.

December 4th, 1903.

In the matter of the petition of H. E. Madden and others for relocation of highway in Agawam, filed July 5th, 1902.

It now appearing that in the report of the location in the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to E. H. Hamblen instead of Georgianna S. Hamblen,-

We therefore amend our said report by striking out the name E. H. Hamblen and inserting the name Georgianna S. Hamblen.

J. H. Hendrick }

J. M. Sickman }

W. H. Brainerd }

County Commissioners.

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, Dec. 10, 1903.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for highways in said county, said County Commissioners hereby authorize the County Treasurer to transfer the sum of two thousand five hundred dollars (\$2500.00) in addition to the amount authorized by law for the purpose aforesaid.

The reasons for such transfer are that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick }

J. M. Sickman }

W. H. Brainerd }

County Commissioners.

October Meeting 1903

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. December 10th, 1903.

Order to pay State
Treasurer on State
Highway account.

Voted that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account the amount of the assessment for the year 1901, being the sum of six thousand seven hundred and seventy dollars and fifty-eight cents (\$6770.58), together with accrued interest of two hundred and three dollars and twelve cents (\$203.12), amounting in all to the sum of six thousand nine hundred and seventy-three dollars and seventy cents (\$6973.70).

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

The sum of six hundred eighty-four dollars and thirty-five cents is allowed for damages and other expenses incurred under the statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of one thousand sixty-one dollars and the same are ordered to be paid from the County Treasury.

Land Damages
\$ 1061.

To	Woronoco Street Railway Co. on petition of W. F. Cook et als.	\$200.
	E. C. Smith estate	500.
	F. H. Sibley	114.
	H. A. Sibley	112.50
	A. A. Sibley	34.50
	W. H. Harmon on petition of H. E. Madden et als.	100.

Sundry accounts being presented, are allowed, and the same, amounting to the sum of seventeen thousand eight hundred and twenty-three dollars and seventy-eight cents, are ordered to be paid from the county treasury.

Accounts.
\$ 17,823.78

Hampden, ss. December 14th, 1903.

Judgment is entered up according to reports, &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of December, being the twenty-third day of said month, and by adjournment on the twenty-ninth day of said month, in the year of our Lord one thousand nine hundred and three.

Present,

J. H. Hendrick, Esq. Chairman)	} County Commissioners.
J. M. Sickman, Esq.	
W. H. Brainerd, Esq.	

And by adjournment on the sixth, ninth, thirteenth and eighteenth days of January, and by adjournment on the third and eleventh days of February, and by adjournment on the second day of March, and by adjournment on the sixth day of April, in the year of our Lord one thousand nine hundred and four.

Present,

J. M. Sickman, Esq. Chairman)	} County Commissioners.
W. H. Brainerd, Esq.	
J. H. Hendrick, Esq.	

Joel H. Hendrick of Springfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said second day of January, and the Board, consisting of Joel H. Hendrick, James M. Sickman and William H. Brainerd, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which James M. Sickman, Esq. has two, and is chosen chairman of the Board for the year ensuing.

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 22, 1903.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for care and support of prisoners in Jail and House of Correction, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account for clerical assistance in county offices the sum of four hundred dollars (\$400.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick)	} County Commissioners.
J. M. Sickman)	
W. H. Brainerd)	

Commonwealth of Massachusetts.

Hampden, ss.

Springfield; December 22, 1903.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for care, fuel, lights, supplies &c. in county buildings, other than Jail and House of Correction in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account for clerical assistance in county offices the sum of three hundred and fifty dollars (\$350.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 22, 1903.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for highways, bridges and land damages, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account for clerical assistance in county offices the sum of two hundred dollars (\$200.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the county commissioners, held at the court house in Springfield, December 22d, 1903.

Upon a further consideration of the question of damages caused by the relaying of a highway in Agawam, on the petition of H. E. Madden and others, it is now ordered that the additional sum of one hundred dollars (\$100.) be paid to W. H. Harmon from the county treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

H. E. Madden et als.
Petr. for location
of Prince street in
Agawam.

23.

3d Amendment.

Russell T. Gladfelter
released from Truant
School on parole.

Commonwealth of Massachusetts.
County Commissioners' Meeting. December 29th, 1903.
To all persons to whom these presents shall come:-

GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Russell T. Gladfelter of Springfield, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Russell T. Gladfelter, on the first day of January, 1904, be permitted to go on his parole during the remainder of his said sentence.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

December 29, 1903.

Edward H. Boecklin and Lewis W. Towne were appointed police officers under provisions of chapter 108, section 10, Revised Laws.

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 29, 1903

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction in said county, said County Commissioners hereby authorize the County Treasurer to transfer from salaries of county officers and assistants fixed by law the sum of one hundred and six dollars and eighty cents (\$106.80) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 29, 1903.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for medical examiners, inquests and care of the insane, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from salaries of county officers and assistants fixed by law the sum of twenty-one dollars and fifty-nine cents (\$21.59) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
W. H. Brainerd }

All votes and decisions of the County Commissioners during the calendar year 1903 were unanimous.

Votes and Decisions
Unanimous.

Commonwealth of Massachusetts.

January 6, 1904.

Personally appeared James R. Wells, Esq. and subscribed the oaths prescribed by the Constitution of this Commonwealth and a Law of the United States, to qualify him to execute the trust reposed in him by his election as Register of Deeds for said county.

JAMES R. WELLS
Register of Deeds
sworn in.

Before J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

January 6, 1904.

James R. Wells of Springfield, Register of Deeds, appears and is sworn and gives bond for the faithful discharge of the duties of said office, with James B. Carroll, Dwight O. Gilmore and Edward M. Coats as sureties, which bond is approved.

B O N D.

B O N D

KNOW ALL MEN BY THESE PRESENTS, That I, JAMES R. WELLS, of Springfield, in the county of Hampden, Commonwealth of Massachusetts, as Principal, and we JAMES B. CARROLL, DWIGHT O. GILMORE and EDWARD M. COATS are holden and firmly bound and obliged unto the county of Hampden, Massachusetts, in the sum of Two Thousand Dollars, to be paid to the said county of Hampden, to the payment of which we do bind ourselves, our Heirs, Executors and Administrators, firmly, by these presents.

Sealed with our seals, and dated this first day of January 1904.

The CONDITION of this Obligation is such, that whereas, the said JAMES R. WELLS, has been legally chosen by the people of said county of Hampden, REGISTER of DEEDS, for the term of three years from the first Wednesday of January, A. D. 1904, and legally qualified therefor.

Now, if the said JAMES R. WELLS, shall faithfully discharge the duties of said office during the term for which he is chosen and qualified as aforesaid, and until some other person shall be chosen and qualified in his stead, then the above Obligation shall be void; otherwise, to remain in full force and virtue.

Signed, sealed and delivered in presence of

L. M. Tanner to J.R.W.
William H. McClintock to J.B.C.
L. M. Tanner to D.O.G.
Charles H. Bailey to E.M.C.

JAMES R. WELLS (Seal)
JAMES B. CARROLL (Seal)
DWIGHT O. GILMORE (Seal)
EDWARD M. COATS (Seal)

January 6, 1904. Approved.

J. M. SICKMAN
W. H. BRAINERD
J. H. HENDRICK

County
Commissioners

M. WELLS BRIDGE
County Treasurer
sworn in.

January 6, 1904.

M. Wells Bridge of Springfield, County Treasurer, appears and is sworn and gives bond with D. B. Wesson, Robert O. Morris, Dwight O. Gilmore, Samuel B. Spooner and George Leonard, as sureties for the faithful discharge of the duties of said office.

BOND

BOND.

KNOW ALL MEN BY THESE PRESENTS, That We, M. WELLS BRIDGE of Springfield, in the County of Hampden, as principal, and DANIEL B. WESSON, ROBERT O. MORRIS, DWIGHT O. GILMORE, SAMUEL B. SPOONER and GEORGE LEONARD as sureties, and all within the Commonwealth of Massachusetts, are holden and stand firmly bound and obliged unto the County of Hampden aforesaid in the sum of Forty Thousand Dollars, to be paid to the said County of Hampden, to the payment whereof we bind ourselves and each of us, our and each of our heirs, executors and administrators, jointly and severally, by these presents.

Sealed with our seals and dated the first day of January in the year of our Lord one thousand nine hundred and four.

THE CONDITION OF THIS OBLIGATION IS SUCH, that whereas the said M. WELLS BRIDGE has been legally elected by the voters of the County of Hampden County Treasurer of said County for the term of three years beginning with the first Wednesday of January in the year nineteen hundred and four and until his successor is chosen and qualified,

NOW, THEREFORE, if the said M. Wells Bridge shall faithfully discharge the duties of his office, as they now or may hereafter exist, during the term for which he has been elected, and until his successor is chosen and qualified;

Then this obligation to be void, otherwise to remain in full force and virtue.

Signed, sealed and delivered

in presence of

Walstein B. Goodyear
Philip E. Melanson
Embury P. Clark
Geo. E. S. Law
Estella M. Lapham
Laura B. Clemons

M. WELLS BRIDGE (Seal)
D. B. WESSON (Seal)
ROBERT O. MORRIS (Seal)
DWIGHT O. GILMORE (Seal)
SAMUEL B. SPOONER (Seal)
GEORGE LEONARD (Seal)

APPROVED:

J. M. SICKMAN
W. H. BRAINERD
J. H. HENDRICK

County
Commissioners.

December Meeting 1903

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, January 9, 1904.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure for 1903 in excess of the amount authorized by law for auditors, masters and referees in said county, said County Commissioners hereby authorize the County Treasurer to transfer from any money in the county treasury the sum of ten thousand and two hundred and fifty dollars (\$10250.) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such is that the appropriation authorized for the purpose aforesaid is exhausted.

J. H. Hendrick }
J. M. Sickman } County Commissioners.

The Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, January 13th, 1904.

VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding Fifty Thousand Dollars (\$50,000.) and to make, execute and deliver a note or notes to that amount, payable November 4th, 1904, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four and one-half per cent per annum.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

County Treasurer
authorized to borrow
in anticipation of
County Tax.

County Estimate.

Estimate by the County Commissioners of the County of Hampden of the receipts and Expenditures of said County for the year ending Dec. 31, 1904. Also, Statement showing the unappropriated balance in the County Treasury at the closing of the Treasurer's Books for the year 1903.

ESTIMATED RECEIPTS.

1. Interest,	500.
2. Clerk of courts and registers of deeds,	10,000.
4. Jails and houses of correction,	6,000.
5. Fines, costs and fees,	5,000.
7. Truant schools,	2,500.
8. Miscellaneous,	100.
	<u>24,100.</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the Treasurer's

books for the year 1903,	16,650.21
(a) Less special appropriation,	\$ -----
(b) Less money held for dog account,	\$ 13,262.66
Deduct total amounts (a) and (b),	13,262.66
Net balance in Treasury, unappropriated,	3,387.55
Total estimated receipts as shown above,	24,100.00
Estimated total amount available for the year,	<u>27,487.55</u>

ESTIMATED EXPENDITURES for 1904.

I T E M S.

1. Interest on county debt,	9,000.
2. Reduction of county debt,	25,000.
3. Salaries of county officers and assistants, fixed by law,	14,000.
4. Clerical assistance in county offices,	10,000.
5. Salaries and expenses, district and police courts,	23,000.
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28,000.
7. Criminal costs in superior court,	5,000.
8. Civil expenses in supreme and superior courts,	22,000.
9. Maintenance Mt. Tom Reservation,	2,400.
10. Transportation expenses of county and <u>special</u> commissioners,	300.
11. Medical examiners, inquests and care of the insane,	6,000.
12. Auditors, masters and referees,	5,000.
14. Repairing, furnishing and improving county buildings,	6,000.
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	11,000.
16. Highways, bridges and land damages,	12,000.
17. Law libraries,	2,500.
18. Truant schools,	6,500.
19. Miscellaneous and contingent expenses,	4,787.55
Total,	<u>\$ 192,487.55</u>

I T E M S.	Appropriation	Expenditures
	for 1903.	in 1903.
1. Interest on county debt,	9,000.	7,911.46
2. Reduction of county debt,	35,000.	110,000.
3. Salaries of county officers and assistants fixed by law,	14,000.	13,528.20
4. Clerical assistance in county offices,	12,000.	8,760.62
5. Salaries and expenses, district and police courts,	23,000.	20,954.17
6. Salaries of jailers, masters and assist- ants, and support of prisoners in jails and houses of correction,	26,000.	26,506.80
7. Criminal costs in superior court,	5,000.	3,866.38
8. Civil expenses in supreme and superior courts,	21,000.	20,867.11
10. Transportation expenses of county and special commissioners,	300.	147.30
11. Medical examiners, inquests and care of the insane,	5,500.	5,521.59
12. Auditors, masters and referees,	5,000.	12,532.22
14. Repairing, furnishing and improving county buildings,	6,000.	5,309.40
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10,000.	10,346.57
16. Highways, bridges and land damages,	10,000.	12,663.69
17. Law libraries,	2,500.	2,274.78
18. Truant schools,	7,000.	5,681.94
19. Miscellaneous and contingent expenses,	6,880.66	3,866.68
Total,	198,180.66	270,738.91
Due and unpaid in 1903. 16. Highways, bridges and land damages,		87.00
J. M. SICKMAN, Chairman.		

The seventh annual report of the County Commissioners, made under the provisions of chapter 21, section 25 of the Revised Laws, referring the tax payers to the County Treasurer's report for specific details.

The following petitions which were pending January 1st, 1903, have been acted upon as follows:-

On the petition of Clayton D. Smith and others, we have located a portion of Middlefield street in Chester, and have awarded damages to be paid by the town of Chester as follows:-

W. D. Sanderson,	\$ 100.
C. H. Knox,	75.
Wm. Stevens,	25.

On the petition of Dexter E. Tilley and others we have relocated Church and Healy streets in West Springfield and have awarded damages to Charles J. Alderman in the sum of fifty dollars to be paid from the town treasury.

On the petition of Oren E. Parks and others we have relocated Northampton road in Westfield and have awarded damages to be paid by

Annual Report of
County Commissioners
for the year 1903.

Including Appraisal
of county property.

the town of Westfield as follows:-

John C. Buschmann,	\$ 100.
Planet Manufacturing Company,	300.
O. B. & O. E. Parks,	150.
Heirs of Franklin Brass,	450.
Newton A. Strong,	50.
Leonard L. Knapp,	150.
B. H. Ellis,	50.
Mrs. Chas. Tinkham,	5.
Heirs of E. R. Van Deusen,	10.
Thomas Smythe,	5.
Jay Barnes,	40.
E. C. Carpenter & Mrs. Lucy Atwater,	10.

When it shall be made to appear to the County Commissioners that all land damages, costs and expenses have been fully adjusted and paid by said town, then there shall be paid from the county to the said town of Westfield, the sum of three hundred dollars.

We have located a highway in Tolland on the petition of E. O. Northway and others and have ordered the sum of one thousand five hundred dollars to be paid to the said town of Tolland out of the county treasury, when the said highway shall have been constructed to the acceptance of the said Commissioners.

On the petition of H. E. Schmuck and others, we have located Elm street in West Springfield and have awarded damages to be paid by the town of West Springfield as follows:-

F. E. Bronson,	\$ 50.
H. L. Brown,	30.
J. L. Robinson,	15.

On the petition of W. F. Cook et als. we have relocated the Westfield road in West Springfield and have awarded damages to be paid from the county treasury as follows, to wit:-

Woronoco Street Railway Co.,	\$ 200.
E. C. Smith estate,	500.
F. H. Sibley,	114.
H. A. Sibley,	112.50
A. A. Sibley,	34.50

The following petitions were entered this year.

We have relocated Hall Hill road in East Longmeadow, on the petition of the selectmen of East Longmeadow and have awarded damages to James M. Malone in the sum of \$ 25. to be paid from the county treasury.

The petition of James F. Barry and others for relocation of highway in Agawam, was dismissed.

We have located a highway in Blandford on the petition of Enos W. Boise and others, relocated Elm street in Westfield on the petition of Geo. F. Grout and others and Thorndike street in Palmer on the petition of Ernest E. Hobson and others.

We have located a highway in Agawam on the petition of William Blair

and others and have awarded damages to be paid from the county treasury as follows:-

Christian F. Hauff,	\$ 200.
Homer F. Flower,	100.
Calixte Duclos,	50.
H. Willis Austin,	50.
Mrs. Mary A. Warriner,	5.

The petitions of Leonard Clark et als. for a ferry between Springfield and Agawam, and the Selectmen of West Springfield for repair of the Chicopee and West Springfield bridge, were dismissed.

H. S. Hyde and others petitioned for a ferry between Chicopee and West Springfield, and it was ordered that a suitable boat be procured and equipped on or before March 1st next or as soon thereafter as the condition of the river will permit, and one or more suitable persons employed to keep and attend said ferry. The expense of procuring said boat and maintaining said ferry to be apportioned as follows, two-thirds to the city of Chicopee and one-third to the town of West Springfield.

Land damages amounting to the sum of \$1381. were ordered paid by the county during the year.

The expense of construction of all highways located was ordered to be paid by the town in which they were located.

No suits have been brought against the county during the past year; no highways or parts of highways have been laid out by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission. For the cost and construction of state highways in this county, reference may be had to the following tables.

HAMPDEN COUNTY

Showing lengths laid out, lengths constructed and amounts expended to December 1, 1903.

Town - City	Lengths laid out			Lengths constructed		
	1894-1902	1903	Total	1894-1902	1903	Total
	feet	feet	feet	feet	feet	feet
Agawam,		3669	3669		3669	3669
Brimfield,	20945		20945	20945		20945
Chester,	8165		8165	8000	165	8165
Chicopee,	8382	1967	10349	4817	3535	8352
Monson,	5462		5462	5462		5462
Palmer,	13266		13266	13266		13266
Russell,	35189		35189	35189		35189
Wales,	5493		5493	5493		5493
Westfield,	30667		30667	30427	240	30667
West Springfield,	8054		8054	8054		8054
Wilbraham,	14752	4409	19161	14752	4409	19161
Totals,	150375	10045	160420	146405	12018	158423
Total (miles)	28.48	1.90	30.38	27.73	2.28	30.01

EXPENDED *

Town- City	1894 - 1902	1903	Total
Agawam,		\$ 6820.10	\$ 6820.10
Brimfield,	\$ 19489.21	\$ 5385.63	24874.84
Chester,	17097.40	648.64	17746.04
Chicopee,	16482.77	6191.33	22674.10
Monson,	9797.29	31.29	9828.58
Palmer,	28083.91	142.53	28226.44
Russell,	84345.21		84345.21
Wales,	2843.88	1118.72	3962.60
Westfield,	42497.77	303.82	42801.59
West Springfield,	11323.70		11323.70
Wilbraham,	25904.44	9503.37	35407.81
	\$ 257865.58	\$ 30145.43	\$ 288011.01

*Exclusive of repair and maintenance.

* Includes cost of macadamizing 1899 layout.

Amount expended for repairs and maintenance of State Highways, Hampden County, Dec. 1, 1903.

Town - City	Expended 1896-1902.	Expended 1903.	Total.
Agawam,	\$	\$ 3.19	\$ 3.19
Brimfield,	574.39	435.74	1010.13
Chester,	467.66	440.87	908.53
Chicopee,	2649.88	245.43	2895.31
Monson,	689.45	59.07	748.52
Palmer,	296.58	154.65	451.23
Russell,	4453.84	3589.42	8043.26
Wales,		52.34	52.34
Westfield,	2933.03	450.07	3383.10
West Springfield,	934.51	80.17	1014.68
Wilbraham,	908.76	130.74	1039.50
Total,	\$ 13908.10	\$ 5641.69	\$ 19549.79

Amount expended under the "Small Town" Acts Hampden County to Dec. 1, 1903.

Town	Expended previous to 1903.	Expended 1903.	Total.
Blandford,	\$ 1800.	\$ 840.	\$ 2640.
East Longmeadow,	680.		680.
Granville,	800.	54.61	854.61
Hampden,	340.		340.
Montgomery,		400.	400.
Tolland,	355.	393.	748.
Total,	\$ 3975.	\$ 1687.61	\$ 5662.61

During the year 1903, \$ 6770.58 was paid to the Commonwealth on account of the construction of state highways, making the whole amount repaid \$ 52,804.90 and \$ 8672.35 still due.

The sum of \$ 5309.40 was expended upon county buildings for repairs and furnishings during the year 1903, \$ 3423.23 of which was for repairs done by day work.

The following transfers were made to meet the expenditures which exceeded appropriations.

From the amount authorized by law for clerical assistance in county offices, to amount authorized by law for care and support of prisoners in jail and house of correction, \$400. for care, fuel, lights, supplies &c. in county buildings other than jail and house of correction, \$ 350. for highways, bridges and land damages, \$ 200. From the amount authorized by law for salaries of county officers and assistants, to the amount

authorized by law for medical examiners, inquests and care of the insane, \$ 21.59, for salaries of jailers, masters and assistants, and support of prisoners in jail and house of correction, \$ 106.80.

The following are the salaries of county officials prescribed by law:-

Sheriff,	\$ 1,500.	County Treasurer,	\$ 1,800.
Clerk of Courts,	3,500.	Register of Deeds,	2,800.
Assistant Clerk,	1,300.	County Commissioners,	2,500.

The following are the salaries of county officials not prescribed by law:

At the Court House:-

Messenger,	\$ 1,200.	Engineer,	\$ 1,200.
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At the Jail:-

Jailer,	\$ 1,000.	Watchman,	\$ 624.
Turnkey,	960.	Engineer,	1,020.
Assistant Turnkey,	780.	Steward,	660.
First Keeper,	780.	Shop Foreman,	840.
Second Keeper,	780.	Matron,	240.
Third Keeper,	780.	Physician,	300.
Fourth Keeper,	624.	Chaplains,	300.
Watchman,	624.	Instructor of Industries,	1,296.

At the Truant School:-

Superintendent,	\$ 1,200.	Teacher,	\$ 480.
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The following is a list of the assets of the county of Hampden, December 31st, 1903.

Court House building,	\$ 200,000.
Court House lot,	66,000.
Law Library (9743 volumes),	24,275.
Furniture and other property, Court House,	20,000.
Jail and House of Correction buildings,	255,000.
Jail and House of Correction lot,	25,000.
Furniture and other property, Jail and House of Correction,	10,000.
Truant School buildings,	13,000.
Truant School lot,	12,000.
Furniture and other property, Truant School,	3,000.
Furniture and other property, District Courts,	2,500.
Sinking Fund, Hampden County,	147,777.83

The following is a statement of the funded debt of the county:-

Bonds payable to bearer, due August 1st, 1905,	\$ 200,000.
The money received on the above bonds was used for construction of Jail and House of Correction.	

J. H. HENDRICK	} County Commissioners.
J. M. SICKMAN	
W. H. BRAINERD	

The sum of seventy-five dollars and sixty cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

Land damages.

\$ 100.

The following person is allowed the sum set against his name for damages to lands taken for highways, amounting to the sum of one hundred dollars and the same is ordered to be paid from the County Treasury.
To W. H. Harmon on petition of H. E. Madden et als., \$ 100.

Order revoking
permit to be at
liberty
Frederick Nelson

Commonwealth of Massachusetts.
County Commissioners' Meeting, April 6th, 1904.
Hampden, ss. Whereas it has been made to appear to said Commissioners that Frederick Nelson, of Springfield, in said county, sentenced to the House of Correction in said county, on the thirteenth day of May, 1902, by the Superior Court for said county, and whereas it further appears that a written permit to be at liberty was issued to the said Frederick Nelson on the fifth day of March, 1904, by said Commissioners under provisions of section 113 of chapter 225 of the Revised Laws, and it further appears that said Frederick Nelson has been convicted of a crime punished by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

R. L. c. 225 § 128.

Schedule of rates.
Ferry between
Chicopee and West
Springfield.

Commonwealth of Massachusetts.
County Commissioners' Meeting, April 6th, 1904.
Hampden, ss. In the matter of the Chicopee and West Springfield ferry.

The following schedule of rates is hereby established.
Foot passengers, one way, 3¢, round trip 5¢.

One-horse vehicle 10¢, 12 tickets \$1.00.

Two-horse vehicle, 15¢, 8 tickets \$1.00.

Horse, unattached, or other beast 5¢.

Automobile, 25¢.

The toll for one-horse vehicle, two-horse vehicle and automobile shall include the driver or person in charge of such vehicle or automobile.

All other occupants of such carriages shall pay the same toll as foot passengers.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

Amendment,
Page 109.

December Meeting 1903

Sundry accounts being presented, are allowed, and the same amounting to the sum of twenty-six thousand nine hundred and thirty-three dollars and thirty-nine cents are ordered to be paid from the county treasury.

Accounts.

\$ 26,933.39

Hampden, ss. April 6th, 1904.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O'Monroe

Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the second Tuesday of April, being the twelfth day of said month, and by adjournment on the fourth, nineteenth and twenty-first days of May, and by adjournment on the first, third, tenth, fourteenth and twenty-third days of June, in the year of our Lord one thousand nine hundred and four.

Present,

James M. Sickman, Esq. Chairman

W. H. Brainerd, Esq.

J. H. Hendrick, Esq.

County Commissioners.

Order revoking

permit to be at

liberty

Michael J. Britton

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

May 4th, 1904.

Whereas, it has been made to appear to said Commissioners that Michael J. Britton of Springfield, in said county, sentenced to the House of Correction in said county on the thirteenth day of May, 1903, by the Superior Court for said county, and whereas it further appears that a written permit to be at liberty was issued to the said Michael J. Britton on the ninth day of April, 1904, by said Commissioners under provisions of section 113 of chapter 225 of Revised Laws, and it further appears that said Michael J. Britton has been convicted of a crime punishable by imprisonment, it is now ordered by said commissioners that the said permit be revoked.

J. M. Sickman

W. H. Brainerd

J. H. Hendrick

County Commissioners.

Amended Schedule

of rates. Ferry

between Chicopee

and

West Springfield.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

May 19th, 1904.

In the matter of the Chicopee and West Springfield ferry.

The Commissioners hereby establish at said ferry the fare or tolls for passengers, horses, carriages and other things there transported, viz.

Foot passengers, one way, 3¢, round trip 5¢.

One horse vehicle, 10¢, 12 tickets \$1.00

Two horse vehicle, 15¢, 8 tickets \$1.00

Horse, unattached, or other beast 5¢.

Automobile 25¢.

Children under five years of age, accompanied by parent or guardian, free.

Children between five and twelve years of age, single trip 2¢, round trip 3¢.

The toll for one horse vehicle, two horse vehicle and automobile shall

include the driver or person in charge of such vehicle or automobile. All other occupants of such carriages shall pay the same toll as foot passengers.

J. M. Sickman }
J. H. Hendrick } County Commissioners.

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred sixty-five thousand dollars (\$ 165,000.00) for the county of Hampden, the same is apportioned upon the several cities and towns in said county, in manner following,-

County Tax Assessed.

Agawam	\$ 1,627.86
Blandford,	455.80
Brimfield,	423.24
Chester,	683.70
Chicopee,	10,678.78
East Longmeadow,	586.02
Granville,	423.24
Hampden,	423.24
Holland,	65.11
Holyoke,	42,031.40
Longmeadow,	1,074.38
Ludlow,	2,376.67
Monson,	2,181.33
Montgomery,	130.22
Palmer,	3,451.06
Russell,	520.91
Southwick,	553.47
Springfield,	80,546.62
Tolland,	162.78
Wales,	325.57
West Springfield,	5,990.52
Westfield,	9,246.25
Wilbraham,	1,041.83
	<u>\$ 165,000.00</u>

And warrants have been issued dated May fifth, nineteen hundred and four, directed to the Selectmen or Assessors of the several towns and cities in said county directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

The Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting June 1st, 1904
VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding FIFTY THOUSAND DOLLARS (\$ 50,000.) and to make, execute and deliver a note or notes to that amount, payable November fourth, 1904, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum.

County Treasurer
authorized to borrow
in anticipation of
County Tax.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

John J. Shinkwin
licensed to keep
Ferry.

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the County Commissioners of the County of Hampden
aforesaid:

Respectfully represents the undersigned John J. Shinkwin, of Chicopee, in said county, that the public convenience and necessity require that the ferry over the Connecticut river between Chicopee and West Springfield, and known as the C. & W.S. Ferry, be kept and maintained as a ferry.

And your petitioner prays that he may be granted a license to keep said ferry, in accordance with the provision of Ch. 55, of the Revised Laws and the regulations established by the County Commissioners for said ferry.

John J. Shinkwin

Hampden, ss. April Meeting, A.D. 1904, viz.- June 3, 1904.

Petition granted and John J. Shinkwin licensed to keep said ferry from the 3rd day of June A. D. 1904 to the 3rd day of June A. D. 1905 he having filed a satisfactory bond.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

B O N D.

KNOW ALL MEN BY THESE PRESENTS, That we, JOHN J. SHINKWIN of Chicopee, as principal, and The AETNA INDEMNITY COMPANY of Hartford, Connecticut, a corporation duly established and having a usual place of business at Springfield, all in the county of Hampden, as sureties, are holden and stand firmly bound unto M. WELLS BRIDGE, Esquire, Treasurer of said County of Hampden, and to his successors in said office, in the sum of FIFTEEN HUNDRED DOLLARS, to the payment of which we bind ourselves, our heirs, executors or administrators and assigns, to the said M. WELLS BRIDGE, Treasurer, as aforesaid, and his successors, firmly by these Presents.

THE CONDITION OF THIS OBLIGATION is such, that whereas the County Commissioners of said County of Hampden have licensed, constituted and appointed on this day of June, 1904, the said JOHN J. SHINKWIN as Ferryman at the Ferry over and across the Connecticut River between the city of Chicopee and the town of West Springfield in said county, until the first day of June, 1905, and to maintain and keep said Ferry, according to the laws in that behalf provided.

Now, Therefore, if the said JOHN J. SHINKWIN shall well and faithfully perform all the duties of a Ferryman at said Ferry, agreeably to the provisions of the 55th Chapter of the Revised Laws of this Commonwealth, and any and all subsequent Statutes relating thereto, then this Obligation shall be void, otherwise remain in full force and virtue.

Sealed with our Seals, and dated this second day of June, A.D. 1904.

April Meeting, 1904.

In presence of
James H. Loomis
Ollie A. Jensen

JOHN J. SHINKWIN (Seal)
The AETNA INDEMNITY COMPANY (Seal)
By RALPH W. ELLIS
Resident Vice-President
Attest, JOHN A. DENISON
Attorney in Fact

APPROVED. J. M. SICKMAN, }
Hampden, ss. June 3, 1904. } Co. Commissioners
County Commissioners' Meeting.
APPROVED. ROBERT O. MORRIS Clerk.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, June 10th, 1904.
To all persons to whom these presents shall come:- GREETING:
Whereas it appears to said Commissioners, after due notice having
been given as required by law, that it will be for the best interest of
Edward Rathburn of Springfield, in said county, a child committed to the
Hampden County Truant School, to be at liberty,
It is now ordered that the said Edward Rathburn be permitted to go
on his parole during the remainder of his said sentence.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

Edward Rathburn
released from Truant
School on parole.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, June 10, 1904.
In the matter of the laying out and construction of a new bridge
over the Connecticut River between Chicopee and West Springfield, in
said county, as provided for by a Statute of this Commonwealth passed
during the present year.
Notice is hereby given that the Commissioners will meet for the
purpose of hearing all persons and parties interested, at the City Hall
in said Chicopee, on Tuesday, June 14th, current, at 10 o'clock A.M.
By order of the County Commissioners,
ROBERT O. MORRIS, Clerk.

Order for hearing:
Chicopee & West
Springfield Bridge.

Commonwealth of Massachusetts. No. 1.
Hampden, ss. County Commissioners' Meeting, June 14th, 1904.
VOTED:
That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on
the credit of the county and on account of the construction of a new

County Treasurer
authorized to borrow
on account of
Chicopee and West
Springfield Bridge.

bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the Acts of 1904, the sum of two thousand five hundred dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Henry Kane	Commonwealth of Massachusetts.	
released from Truant School on parole.	Hampden, ss. County Commissioners' Meeting,	June 23d, 1904.
	To all persons to whom these presents shall come:-	GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Henry Kane, of Holyoke, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Henry Kane be permitted to go on his parole during the remainder of his said sentence.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Accounts.
\$ 10,642.53

Sundry accounts being presented, are allowed, and the same amounting to the sum of ten thousand six hundred and forty-two dollars and fifty-three cents, are ordered to be paid from the county treasury.

Hampden, ss. June 23d, 1904.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-eighth day of said month and by adjournment on the seventh day of July, and by adjournment on the third, twenty-seventh and thirtieth days of August and by adjournment on the seventh day of September, in the year of our Lord one thousand nine hundred and four.

Present,

J. M. Sickman, Esq. Chairman	} County Commissioners.
W. H. Brainerd, Esq.	
J. H. Hendrick, Esq.	

To the Honorable, the County Commissioners of the county of Hampden:-

Respectfully represents the undersigned citizens and tax payers of the town of Tolland in said county. That on November 21st, A.D. 1898 E. C. Northway and others filed a petition praying that you lay out a highway in said town of Tolland, leading from the corner of the Westfield and Northwestern District road and thence running southwesterly to the turnpike road near the Farmington river, which turnpike road is called "the Lee and Hartford turnpike"; and praying that a bridge be built over the Farmington river at the southwest end of said highway prayed for to be laid out. That on August 13th, A.D. 1903 you gave a public hearing on the matter contained in said petition, and that on October 13th, A.D. 1903 you decreed that a highway be located commencing on the westerly line of Otis road or Clark street (so-called) opposite the Belden road and ending by the center line of the Farmington river or the easterly line of the town of Sandisfield, Mass. That at the hearing you gave on said petition your petitioners and many others did not appear in remonstrance to the granting of such petition of E. O. Northway and others, for the reason, that many of us did not know that such hearing was to take place, as we had not seen notice of or knew of any notice of such hearing, and that some of the residents of the town of Tolland would have appeared in remonstrance against said petition had they not been told by the petitioners or parties interested in the petition praying for said highway-- that the highway would be built without any expense to the town of Tolland, that it would be built at the entire expense of the county of Hampden. For these reasons the said petition of E. O. Northway and others was not opposed, and your petitioners further say that common convenience and necessity do not require that said highway be built, that the expense of so building will be greatly disproportionate to any convenience which said highway would afford; wherefore your petitioners pray that you rescind your adjudication of October 13th, 1903, when you decreed that said highway be located; Your petitioners further pray that you discontinue said highway as located, as common

J.R. Rogers et als.
Petrs. for discontin-
uance of highway in
Tolland.

convenience and necessity do not require such highway, and that you give public hearing to your petitioners on the matter contained in this petition.

March 31st, 1904.

J. R. Rogers and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and four, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following report of discontinuance, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, August 3d, 1904.

On the Petition of J. R. Rogers and others, praying for a highway to be discontinued in Tolland.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of June A.D. 1904, view said highway, and hear all parties interested, and at the time of said view decided that said highway ought to be discontinued and thereupon did adjudge and determine that it be discontinued. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of discontinuing said highway, have estimated the same as follows, to wit:

To Henry W. Soule, \$ 25.00

To be paid to them out of the County Treasury .

J. M. Sickman being unable to attend, Harrison Loomis was called in and acted as a member of the board.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

H. Loomis, Associate Commissioner.

Hampden, ss. County Commissioners' Meeting, August 5, A.D. 1904.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be discontinued.

Attest:- ROBERT O. MORRIS, Clerk.

J.B. Burbank
awarded contract
for removing offal
at Jail.

July 7, 1904.

J. B. Burbank was awarded the contract for removing the offal from the Jail for the year commencing July 7, 1904, for one hundred and thirty-one dollars, (\$ 131.00), payable in advance.

June Meeting 1904.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, August 3d, 1904.
Whereas, it has been made to appear to said Commissioners that John M^cMahon of Springfield in said county was sentenced to the House of Correction in said county, on the 21st day of December, 1903, by the Police Court of Springfield, and whereas it further appears that a written permit to be at liberty was issued to the said John M^cMahon on the 19th day of May, 1904, by said Commissioners under provisions section 113 of Chapter 225 of Revised Laws and it further appears that said John M^cMahon has been convicted of a crime punishable by imprisonment it is now ordered by said commissioners that the said permit be revoked.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Order revoking
permit to be at
liberty
John M^cMahon

Commonwealth of Massachusetts.
Hampden, ss. To George F. Chapman of Springfield, GREETING:-
In accordance with the provisions of Chapter 127 of the Acts of 1904, you are hereby authorized as our agent, to enter upon the premises of the owner of any dog known to you to have worried or killed sheep, lambs, fowls or other domestic animals, and then and there to kill such dog, unless such owner whose premises are thus entered for the said purpose shall give a bond in the sum of two hundred dollars, with sufficient sureties, to be approved by the county commissioners, the condition of the bond being that the dog shall refrain from killing or worrying sheep, lambs, fowls or other domestic animals for the space of twelve months next ensuing.
In witness whereof we have hereunto set our hands and affixed
(L.S.) the seal of said county, on this third day of August, in the year of our Lord one thousand nine hundred and four.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

George F. Chapman
appointed agent.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, August 30, 1904.
To all persons to whom these presents shall come:- GREETING:-
Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Richard B. Fleming of Springfield, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

Richard B. Fleming
released from Truant
School on parole.

It is now ordered that the said Richard B. Fleming be permitted to go on his parole during the remainder of his said sentence.

Said release to take effect September 3, 1904.

J. M. Sickman }
J. H. Hendrick } County Commissioners.

Allowance for
damages done to
sheep.

The sum of eight hundred and twenty-three dollars and sixty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Land damages.
\$ 405.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of four hundred and five dollars and the same are ordered to be paid from the County Treasury.

To Christian F. Hauff on petition of William Blair et als.,	\$ 200.
Homer F. Flower	100.
Calixte Duclos	50.
H. Willis Austin	50.
Mrs. Mary A. Warriner	5.

Accounts.
\$ 18,959.46

Sundry accounts, being presented, are allowed, and the same amounting to the sum of eighteen thousand nine hundred and fifty-nine dollars and forty-six cents are ordered to be paid from the county treasury.

Hampden, ss. September 7, 1904.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the fourth day of said month and by adjournment on the fifth, fourteenth, twenty-second and twenty-fourth days of said month, and by adjournment on the second, eighth, eleventh and seventeenth days of November and by adjournment on the third, seventh and twenty-third days of December, in the year of our Lord one thousand nine hundred and four.

Present,

J. M. Sickman, Esq. Chairman	} County Commissioners.
W. H. Brainerd, Esq.	
J. H. Hendrick, Esq.	

To the Honorable County Commissioners of the County of Hampden:-

Respectfully represents, the Selectmen of the town of Montgomery, in said county, who respectfully petition your Honorable Board to discontinue the highway, located in said town of Montgomery, known as the City Road, and described substantially as follows, commencing at the corner south of the house of Mrs. Peter C. Bargfrede and running thence to the old Bronson place, so-called.

And your petitioners further represent that common convenience and necessity no longer require that said road be maintained as a public highway.

Wherefore your petitioners respectfully pray that your Honorable Board will discontinue said road and for such further orders and decrees as to your Honorable Board may seem meet and proper.

Montgomery, Mass., July 18, 1904.

L. O. Moore	} Selectmen of Montgomery.
L. R. Clark	
F. G. Clark	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and four, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following report of discontinuance, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, November 8th, 1904

On the Petition of the Selectmen of Montgomery praying for a highway to be discontinued in Montgomery.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County

Selectmen of
Montgomery, Petrs.
for discontinuance
of "City Road" in
Montgomery.

Commissioners did, on the fifth day of November A.D. 1904 view said highway, and hear all parties interested, and at the time of said view, decided that said highway ought to be discontinued and thereupon did adjudge and determine that it be discontinued. No land damages were claimed and none awarded.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

Hampden, ss. County Commissioners' Meeting, November 8th A.D. 1904

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be discontinued.

Attest:- Robert O. Morris, Clerk.

Michael Leary

released from Truant

School on parole.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 14th, 1904.

To all persons to whom these presents shall come:-

GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Michael Leary, of Holyoke, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said Michael Leary be permitted to go on his parole during the remainder of his said sentence. Said order to take effect on the 24th day of October current.

And it is further ordered that the said Michael Leary report to the Truant Officer of said Holyoke on the first Monday of each month, for three successive months.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

Order for transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, November 2d, 1904.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure for the Mount Tom State Reservation Fund, said County Commissioners hereby authorize the County Treasurer to transfer from the miscellaneous and contingent expense account the sum of two thousand four hundred dollars (\$2400.) to be paid to the Treasurer of Hampshire County, for said Fund.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

October Meeting 1904

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, November 2d, 1904
To all persons to whom these presents shall come:- GREETING:-

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of William Powers, of Springfield, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said William Powers be permitted to go on his parole during the remainder of his said sentence. This order to take effect on the fifth day of November current.

And it is further ordered that the said William Powers report to the Truant Officer on the first Saturday of each month during the remainder of his said sentence.

J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

William Powers
released from Truant
School on parole.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, November 8th, 1904
To M. Wells Bridge, Treasurer of Hampden County:-

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to your account as Treasurer of the Sinking Fund of said County, the sum of twenty-five thousand dollars (\$ 25,000.00) and to hold the same subject to order from the Commissioners of the Sinking Fund of said County.

J. M. Sickman }
W. H. Brainerd } County Commissioners of
J. H. Hendrick } Hampden County.

Order for transfer.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, November 8th, 1904
To M. Wells Bridge, County Treasurer:-

You are hereby authorized to purchase from the funds in your hands as Treasurer of the Hampden County Sinking Fund, ten thousand dollars in Hampden County threes, due August 1st, 1905, buying at par with accrued interest.

J. M. Sickman }
W. H. Brainerd } Commissioners of Hampden
J. H. Hendrick } County Sinking Fund.

Order to purchase
Hampden County Bonds

Order to pay money
to Hampshire County
Treasurer.

Commonwealth of Massachusetts.
Hampden, ss. Springfield, November 11th, 1904.
To M. Wells Bridge, County Treasurer:-
You are hereby authorized and directed to pay to the treasurer of
Hampshire County for the Mount Tom State Reservation Fund the sum of
two thousand four hundred dollars.
J. M. Sickman }
W. H. Brainerd } County Commissioners.
J. H. Hendrick }

Order to pay State
Treasurer on State
Highway account.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, December 7th, 1904
Voted that M. Wells Bridge, County Treasurer, be authorized and di-
rected to pay the Treasurer of the Commonwealth of Massachusetts on
State Highway account the amount of the assessment for the year 1902,
being the sum of eight thousand six hundred and seventy-two dollars and
thirty-five cents (\$ 8,672.35) together with accrued interest of two
hundred and sixty dollars and seventeen cents (\$ 260.17) amounting in
all to the sum of eight thousand nine hundred and thirty-two dollars
and fifty-two cents (\$ 8,932.52).
W. H. Brainerd }
J. H. Hendrick } County Commissioners.

Allowance for
damages done to
sheep.

The sum of four hundred and twenty-one dollars is allowed for damages
and other expenses incurred under the Statutes relative to dogs, and
the same is ordered to be paid out of the moneys received by the County
Treasurer under the provisions of said Statutes.

Land Damages.
\$ 25.00

The following person is allowed the sum set against his name for dam-
ages to lands taken for highways, amounting to the sum of twenty-five
dollars and the same is ordered to be paid from the county treasury.
To Henry W. Soule on petition of J. R. Rogers et als. \$ 25.

Accounts.
\$ 17,334.83

Sundry accounts being presented, are allowed, and the same amounting to
the sum of seventeen thousand three hundred and thirty-four dollars and
eighty-three cents are ordered to be paid from the county treasury.

Hampden, ss. December 23d, 1904. Judgment is entered up accord-
ing to reports &c., and all matters not acted upon are ordered to be
continued and this meeting is adjourned without day.

Attest:-

Robert O Morris

clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of December, being the twenty-seventh day of said month in the year of our Lord one thousand nine hundred and four.

Present,

J. M. Sickman, Esq. Chairman	} County Commissioners.
W. H. Brainerd, Esq.	
J. H. Hendrick, Esq.	

And by adjournment on the fourth, eleventh, sixteenth, seventeenth, twentieth and twenty-sixth days of January, and by adjournment on the first and sixth days of February, and by adjournment on the first, eighth, twenty-second and twenty-eighth days of March, and by adjournment on the fifth day of April, in the year of our Lord one thousand nine hundred and five.

Present,

W. H. Brainerd, Esq. Chairman	} County Commissioners.
J. H. Hendrick, Esq.	
J. M. Sickman, Esq.	

James M. Sickman of Holyoke, having been declared, by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said fourth day of January, and the Board, consisting of J. M. Sickman, W. H. Brainerd and J. H. Hendrick, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which W. H. Brainerd has two, and is chosen chairman of the Board for the year ensuing.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 27th, 1904.

In the matter of the petition of the Selectmen of Chester et als.
for relocation of highways in Chester.

It is ordered, that the sum of seventeen hundred dollars be paid from the County Treasury to the said town of Chester.

J. M. Sickman	} County Commissioners.
W. H. Brainerd	

County Treasurer
authorized to pay
Town of Chester \$1700.

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 27, 1904.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for salaries of county officers and assistants in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account of "clerical assistance in county offices" the sum of eleven hundred and ten dollars and forty cents (\$ 1110.40) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 27, 1904.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for salaries and expenses of District & Police Courts in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account of "clerical assistance in county offices" the sum of five hundred and eighty-five dollars and sixty-one cents (\$ 585.61) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, December 27, 1904.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure in excess of the amount authorized by law for repairing, furnishing and improving county buildings, in said county, said County Commissioners hereby authorize the County Treasurer to transfer from the account of "clerical assistance in county offices" the sum of five hundred and forty-nine dollars and seventy-four cents (\$ 549.74) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

J. M. Sickman }
 W. H. Brainerd } County Commissioners.
 J. H. Hendrick }

All votes and decisions of the County Commissioners during the calendar year 1904 were unanimous.

Votes and Decisions
Unanimous.

Estimate by the County Commissioners of the County of Hampden of the Receipts and Expenditures of said County for the Year ending Dec. 31, 1905. Also, Statement showing the Unappropriated Balance in the County Treasury at the Closing of the Treasurer's Books for the Year 1904.

County Estimate.

ESTIMATED RECEIPTS.

1. Interest,	500.
2. Clerk of courts and registers of deeds,	10,000.
3. District and police courts,	3,000.
4. Jails and houses of correction,	6,000.
5. Fines, costs and fees,	2,000.
7. Truant Schools,	2,500.
8. Miscellaneous,	100.
	<u>24,100.</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the Treasurer's books for the year 1904,	\$ 28,297.60
(a) Less special appropriation,	\$ 505.64
(b) Less money held for dog account,	<u>\$14,345.60</u>
Deduct total amounts (a) and (b),	<u>\$ 14,851.24</u>
Net balance in Treasury, unappropriated,	13,446.36
Total estimated receipts as shown above,	<u>24,100.00</u>
Estimated total amount available for the year,	<u>37,546.36</u>

Items. ESTIMATED EXPENDITURES for 1905.

1. Interest on county debt,	9,000.
2. Reduction of county debt,	18,000.
3. Salaries of county officers and assistants, fixed by law,	17,000.
4. Clerical assistance in county offices,	7,000.
5. Salaries and expenses, district and Police courts,	25,000.
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28,000.
7. Criminal costs in superior court,	5,000.
8. Civil expenses in supreme and superior courts,	22,000.
9. Maintenance Mt. Tom Reservation,	3,250.
10. Transportation expenses of county and <u>special</u> commissioners,	300.
11. Medical examiners, inquests and care of the insane,	6,000.
12. Auditors, masters and referees,	4,000.
14. Repairing, furnishing and improving county buildings,	10,000.
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10,000.
16. Highways, bridges and land damages,	12,000.
17. Law libraries,	2,500.
18. Truant schools,	6,500.
19. Miscellaneous and contingent expenses,	5,000.
Total,	<u>190,550.</u>

Items.	Appropriation for 1904.	Expenditures in 1904.
1. Interest on county debt,	9,000.	8,659.81
2. Reduction of county debt,	25,000.	25,000.
3. Salaries of county officers and assistants, fixed by law,	14,000.	15,110.40
4. Clerical assistance in county offices,	10,000.	6,535.48
5. Salaries and expenses, district and police courts,	23,000.	23,535.61
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28,000.	26,802.98
7. Criminal costs in superior court,	5,000.	4,286.58
8. Civil expenses in supreme and superior courts,	22,000.	17,772.
9. Maintenance Mt. Tom Reservation,	2,400.	2,400.
10. Transportation expenses of county and <u>special</u> commissioners,	300.	107.21
11. Medical examiners, inquests and care of the insane,	6,000.	5,672.60
12. Auditors, masters and referees,	5,000.	3,029.86
13. Building Chicopee & West Springfield Bridge,		2,009.29
14. Repairing, furnishing and improving county buildings,	6,000.	6,549.74
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	11,000.	9,846.96
16. Highways, bridges and land damages,	12,000.	11,648.95
17. Law libraries,	2,500.	2,213.98
18. Truant schools,	6,500.	5,777.55
19. Miscellaneous and contingent expenses,	4,787.55	4,622.95
Total,	<u>192,487.55</u>	<u>181,631.95</u>
Due and Unpaid in 1904. 16. Highways, bridges and land damages,		123.66

W. H. Brainerd, Chairman.

The eighth annual report of the County Commissioners, made under the provisions of chapter 21, section 25 of the Revised Laws, referring the tax payers to the County Treasurer's report for specific details.

Annual Report of
County Commissioners
for the year 1904.

We have discontinued a highway in Tolland on the petition of J. R. Rogers and others, also City Road in Montgomery, the Selectmen of Montgomery petitioning therefor.

Including Appraisal
of county property.

Milton L. Phillips and others have petitioned for the location of a highway in Agawam and we have heard the parties and viewed the premises.

Under the provisions of chapter 398 of the acts of 1904, the county commissioners were authorized and directed to construct a new bridge with suitable approaches, over the Connecticut River, connecting Exchange street in Chicopee with Wayside avenue in West Springfield, in place of the one destroyed by fire November twelfth, 1903, and we have taken steps toward complying with said act.

Land damages amounting to the sum of four hundred and thirty dollars (\$ 430.) were ordered paid by the county during the year.

No suits have been brought against the county during the past year; no highways or parts of highways have been laid out by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission.

For cost and construction of state highways in this county, reference may be had to the following tables.

Hampden County

Amounts expended for Repair and Maintenance of State Highways to December 1, 1904.

Town - City	Expended 1894-1903.	Expended 1904.	Total
Agawam	\$ 3.19	\$ 5.46	\$ 8.65
Brimfield	1010.13	175.13	1185.26
Chester	908.53	215.26	1123.79
Chicopee	2895.31	387.78	3283.09
East Longmeadow		2.78	2.78
Monson	748.52	80.49	829.01
Palmer	451.23	326.42	777.65
Russell	8043.26	2042.63	10085.89
Wales	52.34	83.49	135.83
Westfield	3383.10	903.04	4286.14
West Springfield	1014.68	102.48	1117.16
Wilbraham	1039.50	209.30	1248.80
	19549.79	4534.26	24084.05

Hampden County

Amounts expended under the "Small Town" Acts to December 1, 1904.

Town	Expended previous to 1904.	Expended 1904.	Total
Blandford	\$ 2640.00	\$ 804.00	\$ 3444.00
East Longmeadow	680.00		680.00
Granville	854.61		854.61
Hampden	340.00	322.00	662.00
Montgomery	400.00		400.00
Tolland	748.00		748.00
Total,	5662.61	1126.00	6788.61

Hampden County

Showing lengths laid out, lengths constructed and amounts expended to
December 1, 1904.

Town-City	Lengths laid out		Total	Lengths constructed		Total
	1894-1903 ft.	1904 ft.		1894-1903 ft.	1904 ft.	
Agawam	3669	2400	6069	3669	2400	6069
Brimfield	20945		20945	20945		20945
Chester	8165	6866	15031	8165	6866	15031
Chicopee	10349	1997	12346	8352	3994	12346
East Longmeadow		3091	3091		3091	3091
Monson	5462		5462	5462		5462
Palmer	13266		13266	13266		13266
Russell	35189		35189	35189		35189
Wales	5493		5493	5493		5493
Westfield	30667		30667	30667		30667
West Springfield	8054		8054	8054		8054
Wilbraham	19161	6267	25428	19161	6067	25228
Total (feet)	160420	20621	181041	158423	22418	180841
Total (miles)	30.38	3.91	34.29	30.00	4.25	34.25

* E x p e n d e d .

	1894-1903	1904	Total
Agawam	\$ 6820.10	\$ 4683.97	\$ 11504.07
Brimfield	24874.84		24874.84
Chester	17746.04	4633.01	22379.05
Chicopee	22674.10	10094.40	32768.50
East Longmeadow		5576.87	5576.87
Monson	9828.58		9828.58
Palmer	28226.44		28226.44
Russell	84345.21		84345.21
Wales	3962.60		3962.60
Westfield	42801.59		42801.59
West Springfield	11323.70	2452.91	13776.61
Wilbraham	35407.81	9396.01	44803.82
Total,	\$ 288011.01	\$ 36837.17	\$ 324848.18

* Exclusive of repairs and maintenance.

During the year 1904, \$8,672.35 was paid to the Commonwealth on account of the construction of state highways, making the whole amount repaid \$ 61,477.25, and \$ 9,368.68 still due.

The sum of \$ 6,549.74 was expended upon county buildings for repairs and furnishings during the year 1904, of which \$ 3,898.33 was for repairs done by day work.

The following transfers were made to meet the expenditures which exceeded appropriations.

From the amount authorized by law for miscellaneous and contingent expense account, to amount authorized by law for Mount Tom State Reservation Fund \$ 2,400.; from the amount authorized by law for clerical assistance in county offices to the amount authorized by law for salaries of county officers and assistants \$ 1,110.40, for repairing, furnishing and improving county buildings \$ 549.74 and for salaries and expenses of District and Police Courts \$ 585.61.

The following are the salaries of county officials prescribed by law.

Sheriff	\$ 1,500.	County Treasurer	\$ 2,000.
Clerk of Courts	3,500.	Register of Deeds	2,800.
Assistant Clerk	2,000.	Assistant Register of Deeds	1,400.
County Commissioners,		\$ 3,600.	

The following are the salaries of county officials not prescribed by law.

At the Court House:-

Messenger, \$ 1,200.

Engineer, 1,200.

At the Jail:-

Jailer,	1,000.	Watchman,	720.
Turnkey,	960.	Engineer,	1,020.
Assistant Turnkey,	780.	Steward,	780.
First Keeper,	780.	Shop Foreman,	840.
Second Keeper,	780.	Matron,	240.
Third Keeper,	780.	Physician,	300.
Fourth Keeper,	720.	Chaplains,	300.
Watchman,	720.	Instructor of Industries,	1,296.

At the Truant School,-

Superintendent,	1,200.	Teacher,	480.
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The following is a list of the assets of the County of Hampden,
December 31st, 1904.

Court House building,	\$ 200,000.
Court House lot,	66,000.
Law Library (10,056 volumes)	24,275.
Furniture and other property, Court House,	20,000.
Jail and House of Correction buildings,	255,000.
Jail and House of Correction lot,	25,000.
Furniture and other property, Jail and House of Correction,	10,000.
Truant School buildings,	13,000.
Truant School lot,	12,000.
Furniture and other property, Truant School,	3,000.
Furniture and other property, District Courts,	2,500.
Sinking Fund, Hampden county,	176,998.76

The following is a statement of the funded debt of the county:

Bonds payable to bearer, due August 1st, 1905, \$ 200,000.00.

The money received on the above bonds was used for construction of Jail
and House of Correction.

J. M. Sickman	}	County Commissioners.
W. H. Brainerd		
J. H. Hendrick		

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. January 20th, 1905.

To M. Wells Bridge, County Treasurer:-

You are hereby authorized to purchase from the funds in your
hands as Treasurer of the Hampden County Sinking Fund, twenty-two thous-
and dollars in Hampden County threes, due August 1st, 1905, buying at
par with accrued interest.

W. H. Brainerd	}	Commissioners of Hampden County Sinking Fund.
J. H. Hendrick		
J. M. Sickman		

Order to purchase
Hampden County Bonds.

County Treasurer
authorized to borrow
in anticipation of
County Tax.

Hampden, ss.
VOTED,

The Commonwealth of Massachusetts.
County Commissioners' Meeting,

February 6, 1905.

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding ONE HUNDRED THOUSAND DOLLARS (\$ 100,000.) and to make, execute and deliver a note or notes to that amount, payable November fourth, 1905, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-quarter per cent per annum.

W. H. Brainerd }
J. H. Hendrick }
J. M. Sickman }

County
Commissioners.

John Connelly
released from Truant
School on parole.

Hampden, ss.

Commonwealth of Massachusetts.

County Commissioners' Meeting,

March 1st, 1905.

To all persons to whom these presents shall come:-

GREETING:-

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of John Connelly, of Springfield, in said county, a child committed to the Hampden County Truant School, to be at liberty,-

It is now ordered that the said John Connelly be permitted to go on his parole during the remainder of his said sentence.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

County Treasurer
authorized to borrow
on account of
Chicopee and West
Springfield Bridge.

Hampden, ss.
VOTED:-

Commonwealth of Massachusetts.

County Commissioners' Meeting,

March 8th, 1905. No. 2

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the acts of 1904 the sum of twenty-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum.

W. H. Brainerd }
J. H. Hendrick }
J. M. Sickman }

County
Commissioners.

December Meeting 1904

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. March 24, 1905.

VOTED:

That the County Treasurer is authorized and directed to pay to William H. Dexter, Five Hundred Dollars (\$ 500.) for land taken for the purposes of the truant school, said sum to be paid upon receipt of a good and sufficient deed of said land. Said money to be taken out of the truant school appropriation for said county.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

County Treasurer
ordered to pay
William H. Dexter
\$ 500.

KNOW ALL MEN BY THESE PRESENTS

that I, WILLIAM H. DEXTER of Springfield, Hampden County, Massachusetts in consideration of One Dollar paid by The COUNTY of HAMPDEN a corporation duly established under the laws of Massachusetts the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said The COUNTY of HAMPDEN, a certain tract or parcel of land situated in said Springfield and bounded and described as follows: beginning at a point on the easterly side of Armory street 50.05 feet northerly from its intersection with the northerly side of Miller street, and running from thence Northerly on said easterly side of said Armory street fifty and 5/100 (50.05) feet: thence Easterly one hundred twenty and 62/100 (120.62) feet; thence Southerly fifty (50) feet: thence Westerly one hundred eighteen and 50/100 (118.50) feet to the point of beginning.

Being Lot No. 1 on Plan of Lots recorded in Hampden County Registry of Deeds, Book 1 of Plans, page 163, and subject to the restriction that no building shall be placed on said lot nearer than fifteen feet to said Armory street.

Being the same premises conveyed to me by Bridget A. Sullivan and Patrick D. Sullivan, by deed dated Sept. 6, 1902, recorded in Hampden County Registry of Deeds, book 652, page 100.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to its and their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances except said restrictions that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors, and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons except as to said restrictions.

And for the consideration aforesaid I, CORA E. DEXTER, wife of the

D E E D
WILLIAM H. DEXTER
to
COUNTY of HAMPDEN

said WILLIAM H. DEXTER hereby release unto the grantee and its assigns all rights including DOWER and HOMESTEAD in the granted premises, and all other rights and interests therein.

IN WITNESS WHEREOF we the said WILLIAM H. DEXTER and CORA E. DEXTER hereunto set our hands and seals this fifteenth day of March in the year one thousand nine hundred and and five.

Signed, sealed and delivered

in presence of

George A. Pease by both

WILLIAM H. DEXTER (Seal)

CORA E. DEXTER (Seal)

Commonwealth of Massachusetts.

Hampden, ss. March 15th 1905. Then personally appeared the above-named WILLIAM H. DEXTER and acknowledged the foregoing instrument to be his free act and deed, before me-

HENRY G. WHITMAN

Justice of the Peace.

March 24, 1905, 12 h 45 m P.M.

County Deeds, book 688 page 97.

Received and entered with Hampden

Attest: JAMES R. WELLS Register.

Murty O'Connor
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, April 5th, 1905.

To all persons to whom these presents shall come:- GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Murty O'Connor, of Holyoke, in said county, a child committed to the Hampden County Truant School to be at liberty,

It is now ordered that the said Murty O'Connor be permitted to go on his parole during the remainder of his said sentence.

W. H. Brainerd }

J. H. Hendrick }

J. M. Sickman }

County Commissioners.

Allowance for
damages done to
sheep.

The sum of one hundred and twenty-four dollars and fifty cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

December Meeting 1904

Sundry accounts, being presented, are allowed, and the same amounting to the sum of twenty-three thousand, three hundred and eighty dollars and ten cents are ordered to be paid from the county treasury.

Accounts
\$ 23,380.10

Hampden, ss. April 5, 1905.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the second Tuesday of April, being the eleventh day of said April and by adjournment on the seventeenth, twenty-sixth and twenty-seventh days of said April and by adjournment on the third, fifth, eighth, twelfth, seventeenth and twenty-sixth days of May, and by adjournment on the seventh, sixteenth and nineteenth days of June, in the year of our Lord one thousand nine hundred and five.

Present,

W. H. Brainerd, Esq. Chairman	} County Commissioners.
J. H. Hendrick, Esq.	
J. M. Sickman, Esq.	

Milton L. Phillips
et als. Petrs. for
location of highway
in Agawam.

8.

Book of Plans 3,
Pages 78-81

To the Honorable Board of Commissioners in and for the County of Hampden.

Respectfully represent the subscribers, citizens of said county, that the public road, situate in the town of Agawam, and beginning near the house of A. Drew on Suffield Street, and thence running westerly and northerly to Springfield Street near the house of T. J. O'Brien, is closed in part, and is unsafe for public travel.

We, therefore, pray you to view said road, lay out and locate the bounds thereof, and make such order thereon as public convenience and safety may require.

Agawam, Nov. 1, 1904.

Milton L. Phillips and others, Petitioners

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and four, and was continued from meeting to meeting to this meeting and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, May 3d, 1905.

On the Petition of Milton L. Phillips and others, praying for a highway to be located in Agawam.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the second day of November A. D. 1904, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And after adjudicating as aforesaid, said Commissioners appointed the 28th day of April, 1905, as the time when they would proceed to locate said highway, and gave due notice as the law directs.

And now said Commissioners locate said highway in the manner following:

Beginning at a stone bound on the southerly side of Springfield street on land of T. J. O'Brien, thence running south 24° 17' E. five hundred and thirty-eight and fifty-three one hundredths (538.53) feet to a stone bound, thence south 19° 05' E. four hundred and three and seventy-eight one hundredths (403.78) feet to a stone bound, thence south 28° 47' W. seven hundred and thirty-six and one one hundredths (736.01) feet to a stone bound, thence S. 40° 49' E. one thousand three hundred and forty and seventeen one hundredths (1340.17) feet to a stone bound, thence south 45° 18' E. three hundred and eighty-four and seventeen one hundredths (384.17) feet to a stone bound, thence south 48° 43' E. four hundred and seventy-six and ninety-two one hundredths (476.92) feet to a stone bound, thence south 44° 02' E. eight hundred and fifteen and thirty-five one hundredths (815.35) feet to a stone bound on the westerly side of Federal street. The above is a description of the southwesterly side of said road, the northeasterly side being three rods distant therefrom and parallel thereto.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of June next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To

T. J. O'Brien	\$ 225.00
Leonard Brothers	50.00

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of Agawam shall, on or before the first day of September, 1905, complete and finish the same, so that fourteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. The work shall be done in a workmanlike manner, to the acceptance of said Commissioners.

James M. Sickman being unable to attend, Harrison Loomis, Associate Commissioner, was called in and acted as a member of the Board.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
H. Loomis, Associate Commissioner.		

Hampden, ss. County Commissioners' Meeting, May 5, A.D. 1905.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

Clara Marcy
(Petitioner for
abatement of taxes)

vs.

Town of Monson

9.

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the County Commissioners for the County of Hampden:
Humbly complains and shows Clara Marcy of Palmer in said County that upon the first day of May, 1904, she was the owner of certain real estate in Monson, in said County, known as the Harvey lots, comprising 97 acres of wood and pasture land; that in compliance with a notice issued in April last by the assessors of said town of Monson, she seasonably filed with said assessors a true list of all her real and personal estate, not exempt from taxation, in said Monson, on said first day of May; that said assessors valued said lots for taxation in said town for said year at one thousand dollars and assessed thereon a tax for town, county and state purposes of sixteen 40/100 dollars, a tax bill for said amount, dated July 7, 1904, having been duly mailed to your complainant and by her paid, under protest, however, on September 8th, 1904; that within six months from the date of said tax bill, to wit: on the 16th day of August, 1904, your complainant applied to the assessors of said Monson for an abatement of said tax, which application was denied and notice of such denial was received by your complainant on the 13th day of November, 1904.

Wherefore, your complainant being aggrieved by the valuation of said property and the assessment of said tax thereon and by the refusal of said assessors to abate said tax or any portion thereof, appeals to your Honorable Board and prays that her complaint may be heard and that a reasonable abatement of said tax may be granted, and for such further orders and decrees as law and justice may require.

Clara Marcy

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and four, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

May 3d, 1905.

On the petition of Clara Marcy, of Palmer, in said county, showing that upon the first day of May, 1904, she was the owner of certain real estate in Monson, in said county, known as the Harvey lots, comprising 97 acres of wood and pasture land; that in compliance with a notice issued in April, 1904, by the assessors of said town of Monson, she seasonably filed with said assessors a true list of all her real and personal estate, not exempt from taxation, in said Monson, on said first day of May; that said assessors valued said lots for taxation in said town for said year at one thousand dollars and assessed thereon a tax for town, county and state purposes of sixteen 40/100 dollars, a tax bill for said amount, dated July 7, 1904, having been duly mailed to her and by her paid, under protest, however, on September 8th, 1904, that within

April Meeting, 1905.

six months from the date of said tax bill, to wit: on the 16th day of August, 1904, she, complainant, applied to the assessors of said Monson for an abatement of said tax, which application was denied and notice of such denial was received by her on the 13th day of November, 1904; that she is aggrieved by the valuation of said property and the assessment of said tax thereon and by the refusal of said assessors to abate said tax or any portion thereof, and praying said Commissioners for a reasonable abatement of said tax, as by the petition on file will appear.

Due notice having been given, the Commissioners met the parties at the town hall, in said Monson, on the twenty-fourth day of April, 1905, at which meeting the complainant appeared by her attorney T. W. Kenefick and the respondent appeared by its attorney, F. Q. Ball, and after a full hearing and due consideration thereof, it appears that said complainant is overrated, and said Commissioners do adjudge and determine that the tax be abated so that the assessment shall be made upon a valuation of nine hundred dollars instead of one thousand dollars, and that no costs shall be awarded to the said complainant.

William H. Brainerd, Esq., being unable to attend, William H. Porter, Esq., Associate Commissioner, was called in and acted as a member of the Board.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
Wm. H. Porter, Associate Commissioner.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, April 11th, 1905.

To all persons to whom these presents shall come:-

GREETING:

Whereas it appears to said Commissioners, after due notice having been given as required by law, that it will be for the best interest of Benjamin Phelan, of West Springfield, in said county, a child committed to the Hampden County Truant School, to be at liberty,

It is now ordered that the said Benjamin Phelan be permitted to go on his parole during the remainder of his said sentence. Said order to take effect April 22d, current.

W. H. Brainerd }
J. M. Sickman } County Commissioners.
J. H. Hendrick }

Benjamin Phelan
released from Truant
School on parole.

County Treasurer
authorized to borrow
on account of
construction of new
building for
Registry of Deeds
&c.

Commonwealth of Massachusetts.

County Commissioners' Meeting,

May 3, 1905.

Hampden, ss.

Voted:

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of a building for the Registry of Deeds and for the Probate Court for the county of Hampden, under the provisions of chapter 302 of the acts of 1905 the sum of ninety thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three and three-fourths per cent per annum.

W. H. Brainerd }

J. H. Hendrick }

J. M. Sickman }

County Commissioners.

County Tax Assessed

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred and fifty-three thousand five hundred dollars (\$153,500.) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following,-

Agawam,	1,514.40
Blandford,	424.03
Brimfield,	393.74
Chester,	636.04
Chicopee,	9,934.51
East Longmeadow,	545.18
Granville,	393.74
Hampden,	393.74
Holland,	60.57
Holyoke,	39,101.94
Longmeadow,	999.50
Ludlow,	2,211.02
Monson,	2,029.30
Montgomery,	121.15
Palmer,	3,210.53
Russell,	484.60
Southwick,	514.89
Springfield,	74,932.77
Tolland,	151.44
Wales,	302.88
West Springfield,	5,573.00
Westfield,	8,601.82
Wilbraham,	969.21

\$ 153,500.00

And warrants have been issued dated April twenty-seventh, nineteen hundred and five directed to the Selectmen or Assessors of the several towns and cities in said County directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

April Meeting, 1905

KNOW ALL MEN BY THESE PRESENTS that I, CHARLES T. SHEAN of Springfield, Hampden County, Massachusetts in consideration of One Dollar paid by The COUNTY of HAMPDEN a municipal corporation duly established under the laws of Massachusetts the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said COUNTY of HAMPDEN, a lot of land with the buildings thereon situated in said Springfield, and bounded and described as follows:

bounded Southerly by State street about fifty-nine and 44/100 (59.44) feet; Easterly by land of Emilie E. Shean and land of the City of Springfield, as supposed, about one hundred eleven and 15/100 (111.15) feet. Northerly by land of said City about sixty and 56/100 (60.56) feet and Westerly by land of Berthold Winkler about one hundred ten and 25/100 (110.25) feet.

Being the same premises conveyed to me by Lorenzo J. Denison et al by deed dated April 12, 1889, recorded in Hampden County Registry of Deeds, book 453, page 479, and being subject to the building restrictions, if now in force referred to in said deed.

Reserving to myself, my heirs and assigns, the occupation of the premises without payment of rent for six months from this date.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to its and their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances except said restrictions and the taxes for the current year; that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors, and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons except as to said restrictions and taxes.

And for the consideration aforesaid I, EMILIE E. SHEAN, wife of the said CHARLES T. SHEAN hereby release unto the grantee and its assigns all right of or to both DOWER and HOMESTEAD in the granted premises, and all other rights and interests therein.

IN WITNESS WHEREOF we the said CHARLES T. SHEAN and EMILIE E. SHEAN hereunto set our hands and seals this fourth day of May in the year one thousand nine hundred and five.

Signed, sealed and delivered by both)

in presence of)

Ralph W. Ellis)

CHARLES T. SHEAN (Seal)

EMILIE E. SHEAN (Seal)

Commonwealth of Massachusetts.

Hampden, ss. May 4, 1905. Then personally appeared the above-named CHARLES T. SHEAN and acknowledged the foregoing instrument to be his free act and deed, before me-

RALPH W. ELLIS

Justice of the Peace.

D E E D
CHARLES T. SHEAN
to
COUNTY of HAMPIEN

May 5, 1905. 3 h 20 m P.M. Received and entered with Hampden
Co. Deeds, book 688 page 578.

Attest: JAMES R. WELLS Register.

DEED
EMILIE E. SHEAN
to
COUNTY of HAMPDEN

KNOW ALL MEN BY THESE PRESENTS that I, EMILIE E. SHEAN, otherwise called
AMELIA E. SHEAN, of Springfield, Hampden County, Massachusetts in con-
sideration of One Dollar paid by The COUNTY of HAMPDEN a municipal cor-
poration duly established under the laws of Massachusetts the receipt
whereof is hereby acknowledged, do hereby give, grant, bargain, sell
and convey unto the said COUNTY of HAMPDEN, a lot of land with the
buildings thereon situated in said Springfield, bounded and described
as follows:

bounded Southerly by State street about sixty and $31/100$ (60.31) feet;
Easterly by land formerly of one Queen one hundred six and $22/100$
(106.22) feet; Northerly by land of the City of Springfield about sixty
and $1/10$ (60.1) feet; Westerly by land of Charles T. Shean about one
hundred and five (105) feet:

Being the premises conveyed to me by Jas. H. Pynchon by deed dated
Aug. 24, 1887, recorded in Hampden County Registry of Deeds, book 438,
page 94, and being subject to the building restrictions, if now in force,
referred to in deed of Wm. B. Brockett et al. dated June 4, 1887, re-
corded in said Registry of Deeds, book 433, page 333.

TO HAVE AND TO HOLD the granted premises, with all the privileges
and appurtenances thereto belonging to the said County of Hampden and
its assigns, to its and their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators,
COVENANT with the grantee and its assigns that I am lawfully seized in
fee-simple of the granted premises, that they are free from all incum-
brances except said restrictions and the taxes for the current year;
that I have good right to sell and convey the same as aforesaid; and
that I will and my heirs, executors, and administrators shall WARRANT
AND DEFEND the same to the grantee and its assigns forever against the
lawful claims and demands of all persons except as to said restrictions
and taxes.

And for the consideration aforesaid I, CHARLES T. SHEAN, husband
of the said EMILIE E. SHEAN hereby release unto the grantee and its as-
signs all right of or to both CURTESY and HOMESTEAD in the granted
premises, and all other rights and interests therein.

IN WITNESS WHEREOF we the said CHARLES T. SHEAN and EMILIE E.
SHEAN hereunto set our hands and seals this fourth day of May in the
year one thousand nine hundred and five.

Signed, sealed and delivered by both
in presence of
Ralph W. Ellis

EMILIE E. SHEAN (Seal)
CHARLES T. SHEAN (Seal)

April Meeting, 1905.

Commonwealth of Massachusetts.

Hampden, ss. May 4, 1905. Then personally appeared the above-named EMILIE E. SHEAN and acknowledged the foregoing instrument to be her free act and deed, before me-

RALPH W. ELLIS

Justice of the Peace.

May 5, 1905. 3 h 20 m P.M. Received and entered with Hampden Co. Deeds, book 688 page 579.

Attest: JAMES R. WELLS Register.

KNOW ALL MEN BY THESE PRESENTS That the City of SPRINGFIELD, a municipal corporation duly established, in the County of Hampden, Commonwealth of Massachusetts, in consideration of the sum of Seventy-five Thousand (\$ 75,000.) Dollars, paid by the Inhabitants of the County of HAMPDEN, in said Commonwealth, the receipt whereof is hereby acknowledged, does hereby remise, release, and forever QUIT CLAIM unto the said Inhabitants of the County of HAMPDEN, a certain tract or parcel of land situated on the southerly side of Elm Street in said Springfield, and bounded and described as follows, to wit:-

Beginning at a point in the southerly line of Elm Street at the northeasterly corner of the premises hereby conveyed, thence southerly along the westerly line of a passageway formerly known as School House Lane, about one hundred and twenty-seven (127) feet to land now or formerly of one Thayer; thence westerly by land of said Thayer about fifty-six and one half (56 1/2) feet; thence southerly by land of said Thayer about six (6) feet to land now or formerly of one Queen; thence westerly by land of said Queen and land now or formerly of one Amelia Shean about one hundred and sixteen (116) feet to land now or formerly of Charles T. Shean; thence northerly by land of said Charles T. Shean about six (6) feet; thence westerly by land of said Charles T. Shean and land now or formerly of one Hawes about sixty-seven and one half (67 1/2) feet; thence northerly on land of said Hawes about one hundred and twenty-eight and four tenths (128.4) feet to the southerly line of Elm Street; thence easterly on said Elm Street about two hundred and thirty-five and six tenths (235.6) feet to the place of beginning. Being the premises conveyed to the grantor by deed of Hiram D. Ford et al., dated March 24, 1865, recorded in Hampden Registry of Deeds, Book 232, page 360; and by deed of Mary V. Breck dated March 23, 1865, and recorded in said Registry in Book 232, page 200; and by deed of Amelia E. Shean, dated July 18, 1898, and recorded in said Registry in Book 582, page 40; and by deed of Emma Queen, dated October 8, 1898, and recorded in said Registry in Book 584, page 431.

The grantor reserves all buildings or structures, including the iron fence, now situated and being on said land, which, however, it agrees to remove at its own expense, the east half of the building known as the Elm-street School House, and fence to be removed on or before August 1,

D E E D
CITY of SPRINGFIELD
to
COUNTY of HAMPDEN

1905; the west half of said building to be removed on or before March 1, 1906.

The grantor further reserves the right to use the east half of said building for school purposes until July 1, 1905, and the west half, including the corridors, for similar purposes until March 1, 1906.

The grantor agrees to release, and does hereby release, to the grantee all rights, of whatever nature or description, that it may now have in a certain passageway, formerly known as School House Lane, hereinabove referred to.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging, to the said Inhabitants of the County of HAMPDEN and their successors and assigns, to their own use and behoof forever.

AND it does hereby, for itself and its successors and assigns, covenant with the said grantees and their successors and assigns that the granted premises are free from all incumbrances made or suffered by it, and that it will and its successors and assigns shall WARRANT AND DEFEND the same to the said grantees and their successors and assigns forever against the lawful claims and demands of all persons claiming by, through or under it, but against none other.

IN WITNESS WHEREOF the said City of SPRINGFIELD has caused these presents to be signed by FRANCKE W. DICKINSON, its Mayor, thereunto duly authorized and directed by an order of the City Council of said Springfield, Dated May 2, 1905, a certified copy whereof is hereto annexed, and has caused its official seal to be hereunto affixed this fifth day of May, in the year one thousand nine hundred and five.

Signed and sealed

CITY of SPRINGFIELD

in presence of

By FRANCKE W. DICKINSON (Seal)

Edward W. Beattie Jr.

(L.S.) Mayor

Commonwealth of Massachusetts.

Hampden, ss.

May 5, 1905.

Then personally appeared the above named FRANCKE W. DICKINSON, Mayor, and acknowledged the foregoing instrument to be the free act and deed of the CITY of SPRINGFIELD, before me,

EDWARD W. BEATTIE Jr.

Notary Public.

CITY of SPRINGFIELD.

In Board of Aldermen, May 2, 1905.

ORDERED, if the Common Council concur, That the Committee on City Property be and is hereby authorized, on behalf of the City of Springfield, to sell the property on the southerly side of Elm Street, owned by said City and known as the Elm Street School house property; the purchase price to be paid to said City, to be not less than Seventy-five thousand dollars.

Board of Aldermen, May 2, 1905. Read the first time, rules suspended, read a second time, passed and sent down for concurrence.

E. A. Newell, Clerk.

April Meeting, 1905.

Common Council, May 2, 1905. Read the first time, rules suspended, read a second time and passed in concurrence.

H. S. Gilbert, Clerk.

Presented to the Mayor for approval, May 3, 1905.

E. A. Newell, City Clerk.

Mayor's Office, Springfield, Mass., May 3, 1905.

APPROVED, FRANCKE W. DICKINSON, Mayor.

A true copy.

Attest:-

E. A. Newell, City Clerk.

Commonwealth of Massachusetts.

Hampden, ss. Rec'd May 5, 1905, 3.20 P.M. and recorded with Hampden County Deeds in Book 685, Page 106.

Attest:-

JAMES R. WELLS Register.

KNOW ALL MEN BY THESE PRESENTS that we, EDWARD J. MURPHY and FRED C. MURPHY, both of Springfield, Hampden County, Massachusetts in consideration of One Dollar and other valuable considerations paid by The COUNTY of HAMPDEN a corporation duly established under the laws of the Commonwealth of Massachusetts the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said COUNTY of HAMPDEN, a lot of land with the buildings thereon situated in Springfield, Hampden County, Massachusetts and bounded and described as follows:

bounded Southerly by State street (west of Main street) about fifty-seven and 87/100 (57.87) feet; Westerly by land lately of Amelia E. Shean, now of said County about one hundred twelve and 22/100 (112.22) feet; Northerly by land of said County about fifty-six (56) feet; Easterly by land formerly of Leverett Smith, now supposed to be of Wm. H. Dexter and others about one hundred twelve and 1/10 (112.1) feet.

Subject to the restrictions, if now in force, that no house shall be built within ten feet of State street, nor any barn within three rods of State street.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to its and their own use and behoof forever.

And we hereby for ourselves and our heirs, executors and administrators, COVENANT with the grantee and its assigns that we are lawfully seized in fee-simple of the granted premises, that they are free from all incumbrances except said restrictions that we have good right to sell and convey the same as aforesaid; and that we will and our heirs, executors, and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons except as to said restrictions.

And for the consideration aforesaid I, PAULINE MURPHY, wife of the said EDWARD J. MURPHY and I, ANN A. MURPHY, wife of the said FRED C. MURPHY hereby release unto the grantee and its assigns all right of or

D E E D

EDWARD J. MURPHY et al.

to

COUNTY of HAMPDEN

to both DOWER and HOMESTEAD in the granted premises, and all other rights and interests therein.

IN WITNESS WHEREOF we the said EDWARD J. MURPHY, PAULINE MURPHY, FRED C. MURPHY and ANN A. MURPHY hereunto set our hands and seals this seventeenth day of June in the year one thousand nine hundred and five.

Signed, sealed and delivered	}	EDWARD J. MURPHY	(Seal)
in presence of		PAULINE MURPHY	by Edw. J. Murphy (Seal)
by both		FRED C. MURPHY	Atty. (Seal)
Ralph W. Ellis		ANN A. MURPHY	by Fred C. Murphy (Seal)
		Atty.	

Commonwealth of Massachusetts.

Hampden, ss. June 17, 1905. Then personally appeared the above-named Edward J. Murphy and Fred C. Murphy and acknowledged the foregoing instrument to be their free act and deed, before me-

RALPH W. ELLIS

Justice of the Peace.

June 17, 1905, 11 h. 08 m. A.M. Received and entered with Hampden Co. Deeds, book 694 page 151.

Attest: JAMES R. WELLS Register.

Accounts.

\$ 108,382.25

Sundry accounts, being presented, are allowed, and the same amounting to the sum of one hundred and eight thousand, three hundred and eighty-two dollars and twenty-five cents, are ordered to be paid from the county treasury.

Hampden, ss. June 19, 1905.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-seventh day of said month, and by adjournment on the fifth, fourteenth and twenty-eighth days of July, and by adjournment on the fifth and fourteenth days of August, and by adjournment on the sixth and eighth days of September, in the year of our Lord one thousand nine hundred and five.

Present,

W. H. Brainerd, Esq. Chairman	} County Commissioners.
J. H. Hendrick, Esq.	
J. M. Sickman, Esq.	

Commonwealth of Massachusetts.

Hampden, ss. Blandford April 24th 1905.

To the Honorable the County Commissioners of Hampden County.-

Messrs.

We the undersigned Officials and citizens of said town of Blandford hereby represent that public necessity or convenience no longer requires the highway leading from Nigger Hill road so-called past the formerly called Avery Tracy now Merrills place and end of Long Pond to Gibbs Street so-called near house of Edward Uhl formerly B. S. Gibbs homestead.

We therefore hereby petition your Honorable body that you will view said highway and discontinue the same.

And as in duty bound would ever pray.

Enos W. Boise and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and five, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following report of discontinuance, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, June 27th, 1905.

On the petition of Enos W. Boise and others, praying for discontinuance of highway in Blandford,-

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fourth day of June, A.D. 1905, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be discontinued.

And now said Commissioners discontinue said highway in the manner

Enos W. Boise et als.

Petrs. for

discontinuance of
highway in Blandford

12.

following:- The highway leading from Nigger Hill road so-called past the formerly called Avery Tracy, now Merrill's place, and end of Long Pond to Gibbs street, so-called, near house of Edward Uhl, formerly B. S. Gibbs' homestead.

W. H. Brainerd }
J. H. Hendrick } County
J. M. Sickman } Commissioners.

Hampden, ss. County Commissioners' Meeting. June 27th, 1905.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded.

Attest:- Robert O. Morris, Clerk.

S. Richard Carlisle June 27, 1905.
awarded contract
for furnishing Jail
and Court House
with coal.

S. Richard Carlisle was awarded the contract for furnishing the jail with about five hundred (500) tons of American George's Creek coal at four dollars and twenty-five cents (\$4.25) and the court house with about one hundred and twenty-five (125) tons of Pocahontas coal at four dollars and seventy-five cents (\$4.75) per gross tons.

County Treasurer
authorized to borrow
on account of
Chicopee and West
Springfield bridge.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, June 27th, 1905.

No. 3

VOTED:

That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the acts of 1904 the sum of twenty-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding three and one-half per cent per annum, the sum of twenty-seven thousand five hundred dollars having already been borrowed.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

Peter Kronvall
awarded contract
for removing Offal
at Jail.

July 5, 1905.

Peter Kronvall was awarded the contract for removing the Offal from the Jail for the year commencing July 7, 1905, for one hundred and seventeen dollars, (\$ 117.00) payable in advance.

June Meeting, 1905

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the County Commissioners of the County of Hampden aforesaid:

Respectfully represents the undersigned Henry F. Houlihan of Chicopee, in said county, that the public convenience and necessity require that the ferry over the Connecticut river between Chicopee and West Springfield, and known as the Chicopee and West Springfield Ferry, be kept and maintained as a ferry.

And your petitioner prays that he may be granted a license to keep said ferry, in accordance with the provision of chapter 55 of the Revised Laws and the regulations established by the County Commissioners for said ferry.

Henry F. Houlihan

Hampden, ss. June Meeting, 1905, viz: July 14th, 1905.

Petition granted and Henry F. Houlihan licensed to keep said ferry from the 3d day of June, A. D. 1905 to the 3d day of June, A.D. 1906, he having filed a satisfactory bond.

W. H. Brainerd	}	County Commissioners.
J. H. Hendrick		
J. M. Sickman		

B O N D.

KNOW ALL MEN BY THESE PRESENTS

That we, Henry F. Houlihan, of Chicopee, Mass., as principal, and The United States Fidelity & Guaranty Company, a corporation duly organized under the laws of the State of Maryland, and having an usual place of business in Boston, Mass., as surety, are holden and stand firmly bound unto M. Wells Bridge, Esquire, Treasurer of the County of Hampden, and to his successors in said office, in the sum of Fifteen Hundred Dollars, to the payment of which we bind ourselves our heirs, executors or administrators and assigns, to the said M. Wells Bridge, Treasurer, as aforesaid, and his successors, firmly by these presents.

THE CONDITION OF THIS OBLIGATION is such, that whereas the County Commissioners of said County of Hampden have licensed, constituted and appointed on this third day of June, 1905, the said Henry F. Houlihan as Ferryman at the Ferry over and across the Connecticut River between the City of Chicopee and the town of West Springfield in said County of Hampden, until the third day of June, 1906, and to maintain and keep said Ferry, according to the laws in that behalf provided.

Now, Therefore, if the said Henry F. Houlihan shall well and faithfully perform all the duties of a Ferryman at said Ferry, agreeably to the provisions of the 55th Chapter of the Revised laws of this Commonwealth, and any and all subsequent Statutes relating thereto, then this Obligation shall be void, otherwise remain in full force and virtue.

Sealed with our Seals, and dated this 12th day of June, A.D. 1905.

Henry F. Houlihan
licensed to keep
Ferry.

In presence of }
 T. H. Marshall }
 Alex Coulter }
 Wm. J. N. Joyce }

Henry F. Houlihan (Seal)
 The United States Fidelity & Guaranty Co.
 (L. S.) John R. Bland President
 Albert H. Buck Asst. Secretary

Massachusetts.

State of Maryland, }
 City of Baltimore, } ss.

On this 12th day of June, 1905, then personally appeared the above-named Jno. R. Bland, President of The United States Fidelity and Guaranty Company, and acknowledged the foregoing instrument to be the free act and deed of The United States Fidelity and Guaranty Company, before me,

(L. S.)

Harry C. Mathieu

Commissioner of Deeds for the State of
 Massachusetts, Residing in the City of
 Baltimore, Md.

Order for transfer
 from miscellaneous
 account to Mount
 Tom State
 Reservation Fund.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, July 14th, 1905.

Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure for the Mount Tom State Reservation Fund, said County Commissioners hereby authorize the County Treasurer to transfer thereto from the miscellaneous and contingent expense account the sum of one thousand dollars (\$1000.).

W. H. Brainerd }
 J. H. Hendrick }
 J. M. Sickman }

County
 Commissioners.

Order to pay money
 to Hampshire County
 Treasurer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, July 14th, 1905.

To M. Wells Bridge, County Treasurer:-

You are hereby authorized and directed to pay to the treasurer of Hampshire county for the Mount Tom State Reservation Fund the sum of one thousand dollars.

W. H. Brainerd }
 J. H. Hendrick }
 J. M. Sickman }

County
 Commissioners.

June Meeting, 1905.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. July 28th, 1905.
To M. Wells Bridge, County Treasurer:-

You are hereby authorized to transfer from the funds in your hands as Treasurer of the Hampden County Sinking Fund to the general fund, the sum of two hundred thousand dollars (\$ 200,000.) for the purpose of paying two hundred (200) one thousand dollar Hampden County bonds, due August 1st, 1905.

J. H. Hendrick } Commissioners of Hampden
J. M. Sickman } County Sinking Fund.

Order for transfer.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. July 28th, 1905.
To M. Wells Bridge, Treasurer of Hampden County:-

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to your account as Treasurer of the Sinking Fund of said County, the sum of eighteen thousand dollars, (\$ 18,000.) and to hold the same subject to order from the Commissioners of the Sinking Fund of said county.

J. H. Hendrick } County Commissioners of
J. M. Sickman } Hampden County.

Order for transfer

The sum of one thousand three hundred and sixty-five dollars and eight cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damages
done to sheep.

Sundry accounts, being presented, are allowed, and the same amounting to the sum of seventy-eight thousand three hundred and twenty-eight dollars and twenty-eight cents are ordered to be paid from the county treasury.

Accounts.
\$ 78,328.28

Hampden, ss. September 8, 1905.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris

Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the third day of said month, and by adjournment on the fourth, ninth, sixteenth, eighteenth, twentieth and twenty-fourth days of said month, and by adjournment on the first, sixth, eighth, thirteenth, twenty-first and twenty-fifth days of November, and by adjournment on the sixth, twelfth, twentieth, twenty-first and twenty-second days of December, in the year of our Lord one thousand nine hundred and five.

Present,

W. H. Brainerd, Esq. Chairman
J. H. Hendrick, Esq.
J. M. Sickman, Esq.

County
Commissioners.

A. P. Loomis et als
Petr. for specific
repairs on Spring-
field St. in
Agawam.

10.

To the County Commissioners of Hampden County, Massachusetts.-

Respectfully represent, the undersigned, citizens of said County; that a part of Springfield street, situate in the town of Agawam, within said county, beginning near the house of T. J. O'Brien on said street; and thence southwesterly thereon to Mill street, is too narrow, for the safety of public travel, especially in winter. Also the bridge with the approaches thereto, over the tracks of the Central New England Railroad on said Springfield street; is inadequate for safe travel thereon.

We therefore, pray you, to view said highway and bridge, and order such specific repairs thereon, as public convenience and safety require.

A.P. Loomis and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and five, and was continued to the June Meeting, in the year last aforesaid, when the Commissioners appointed a place and time for a view of the premises, and directed notice of the same to be given; and this petition was continued to this meeting and now it is ordered that said petition be dismissed without prejudice.

Holyoke, Mass. May 2, 1905.

To the Honorable, the Board of County Commissioners of Hampden County.
Gentlemen:

The undersigned, the Mayor and Board of Aldermen of the City of Holyoke respectfully petition that a highway be laid out across the tracks and roadbed of the Connecticut River Railroad Co., leased and now operated by the Boston & Maine Railroad Co., on Appleton street near the third level canal in said city of Holyoke.

N. P. Avery, Mayor and others, Petitioners

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the second Tuesday of April, in the year of our Lord one thousand nine hundred and five, when the Commissioners appointed a place and time for a hearing and directed notice of the same to be given; and this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Mayor & Aldermen of
Holyoke, Petrs. for
location of highway
across tracks of
Connecticut River
Railroad Co. on
Appleton St. near
third level canal, in
Holyoke.

11.

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable the Board of County Commissioners of Hampden county:-

We, the undersigned, in conformity to Section 44 of chapter 196 of the Revised Laws of the Commonwealth, submit herewith plans, drawings and specifications for proposed alterations in the dam of South Branch of Mill River at Sixteen Acres, in Springfield in said county, and respectfully petition your honorable Board to approve said alterations.

J. Stevens Arms & Tool Company

By Clinton Gowdy, its Atty.

SPECIFICATIONS.

Specifications for the construction of a dam to be built at Sixteen Acres, Springfield, Massachusetts, by the J. Stevens Arms & Tool Company.

The dam is to be constructed of earth with masonry core extended at either end by sheet-piling. The dam will be located along Parker street in the city of Springfield, across the south branch of Mill river and the top of said dam will extend about 500 feet north and 600 feet south of the thread of said stream. The surface of the top of the dam will be 3 feet above the water in the pond and about 30 feet wide.

EXCAVATION. The earth will be excavated for the footing of core wall down to rock or to hard pan, for the total distance of about 430 feet. Northerly and southerly from ends of the core wall a line of 4-inch sheet-piling will extend to the shore of the pond on either side.

CORE. The concrete core composed, of Portland cement, clean sharp

J. Stevens Arms &
Tool Co. Petrs. for
approval of plans &
specifications of
dam on South branch
of Mill River at
Sixteen Acres.

13.

Book of Plans 3,
Pages 82-84

sand, and broken native rock in proportion of 1:2 1/2:5 will be laid from rock foundation upward to a point 2 feet above the level of the water in proposed reservoir as shown on plan. The core is to be two feet wide at top and battered one inch per foot on either side downward and outward to grade of rock at bottom. The ledge to be cleared of dirt and loose sand before the concrete is laid. The cement used is to be an approved brand of Portland.

From either end of the core wall, four inch sheet-piling of Georgia pine plank properly tongued and grooved is to be driven into hard pan at the north end, or deep into the sand at the south end thereof, the lower ends of which piling piling are to be properly cut to wedge the plank tightly together. The tops of the planks to be held in line by guide joists on either side and bolted every six foot. The tops of the piling to be left two feet above the surface of the water and tarred on both sides.

EMBANKMENT. The earth work in embankment of dam to be of sand and gravel material from the vicinity, laid in layers of not more than eight inches, properly wet and rolled. The top of the embankment is to form the road way and to be 30 feet wide between shoulders with the upper surface finished to approval of proper authorities of the city of Springfield.

MASONRY OVERFALL and CULVERT. A masonry overfall about 64 feet in length is provided, to be of rubble masonry laid in Portland cement. The stone is to be of native rock, hard and durable, and of thickness shown on accompanying plans, with batter of one inch per foot on circular part and 1 1/2 inch per foot on straight walls. The bench and wing walls to be laid in similar manner, bedded on the ledge beneath. Mortar is to be of Portland cement and sand 1:3 and all joints are to be grouted full of mortar by proper appliances to force them perfectly full. CULVERT ARCH. The arch of good hard brick is to be laid at least 16 inches in thickness in one to three Portland cement and the joints thoroughly grouted. The arch is to be placed on centres of correct form.

RAP RAP. For a distance of at least 20 feet on either side of the overfall masonry, the up stream surface of the bank is to be rap rapped and to extend from the top of bank to the toe thereof, not less than 8 inches in thickness.

Proper out-let gates are to be placed in the overfall masonry and near the level of the bottom of the pond.

The foregoing petition was entered on the seventh day of June, in the year of our Lord one thousand nine hundred and five, and on the second day of September, in the year last aforesaid, the said petitioner filed its plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

To the Honorable Board of County Commissioners of the County of Hampden in the State of Massachusetts.

Respectfully represents your undersigned petitioners, citizens of Chicopee in said county of Hampden, and others, that a petition was duly presented to the Mayor and Board of Aldermen of the city of Chicopee aforesaid praying that certain repairs be made on the Ludlow-Holyoke Road, so-called, said road being within the said city of Chicopee; that said petition was duly received by said Mayor and Board of Aldermen but said Mayor and Board of Aldermen have unreasonably refused and neglected to make the repairs requested.

And your petitioners further represent that said road from a point near the corner of Montcalm street, in said Chicopee to the boundary line between said Chicopee and Ludlow in said county of Hampden, is in need of specific repairs, namely the removal of the sand from the travelled part of said road and the putting in of some hardening substance; that common convenience and necessity require the making of said specific repairs so as to make the road suitable for travel; that your petitioners are aggrieved by the failure and refusal of the Mayor and Board of Aldermen of said city of Chicopee as aforementioned.

Wherefore your petitioners pray that your Honorable Board cause said road to be repaired as hereinbefore mentioned and for such further relief as in law they are entitled to in this appeal.

Hugh J. Kane and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth

Tuesday of June, in the year of our Lord one thousand nine hundred and five, and was continued to this meeting, and now it is ordered that said petition be dismissed for want of jurisdiction.

Commonwealth of Massachusetts.

Hampden, ss.

To the Honorable County Commissioners of said Hampden County.-

We, the undersigned citizens and tax payers of the town of Blandford, said county and state, hereby represent that certain roads in said Blandford by freshet have been rendered dangerous and impassable.- We therefore petition that your Honorable body view below named and described highways and either order same repaired or relocated in parts, if relocated present ways in part discontinued said highways are described as follows:-

1st. Otis road so-called from near Blair Pond School House westerly to house of Miss Achsah Shepard.

2nd. Nigger Hill road, so-called, from near house W. D. Healey westerly to house of R. D. Gibbs

and as in duty bound would ever pray.

Blandford, Mass., August 19th, 1905.

Hugh J. Kane et als.
Petr. for relocation
of Ludlow-Holyoke
Road, in Chicopee.

14.

Enos W. Boise et als
Petr. for repair &
relocation of Otis
Road & Nigger Hill
Road in Blandford.

15.

Enos W. Boise and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and five, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree as to the Otis Road, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, October 16th, 1905.

On the Petition of Enos W. Boise and others, praying for highways to be discontinued or repaired in Blandford.-

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventh day of October A.D. 1905, view said highways and hear all parties interested, and did adjudge that common convenience and necessity required that one of said highways should be repaired. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now order specific repairs on the road first named in said petition, viz: the Otis road, so-called, from near Blair Pond School House, westerly to the house of Miss Achsah Shepard. That the inhabitants of said town of Blandford shall, on or before the first day of June, 1906, complete and finish the same, so that fourteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane; drains and sluices shall be of stone or wood and of sufficient capacity at all places necessary for conducting away the water. Railings shall be erected at all steep and dangerous places; and when the whole shall be done in a workmanlike manner, and to the acceptance of said Commissioners, said town will be reimbursed from the county treasury to the amount of five hundred (500) dollars.

W. H. Brainerd }

J. H. Hendrick }

J. M. Sickman }

County

Commissioners.

Hampden, ss.

County Commissioners' Meeting. October 16th A.D. 1905

The foregoing decree is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

And now it is ordered that said petition regarding Nigger Hill Road be dismissed without prejudice.

To the Honorable the County Commissioners of the County of Hampden,
Palmer, Mass. September 30, 1905.

Gentlemen:

We herewith file with your Honorable Board, for your consideration and approval, the plans and specifications for the proposed raising of earthen dam, of the Palmer Water Company, to be constructed as a part of the distribution system of said Company.

Yours very truly,

Palmer Water Co.,

By F. C. Gamwell Asst.

GENERAL DESCRIPTION.

The reservoir will be enlarged by raising the existing dam on the lower reservoir of the Palmer Water Company.

The principal features of the reservoir are shown by the general drawings attached hereto and on file in the Company's office. The main dam will consist essentially of an earthen embankment formed of selected material and containing a centre wall built of concrete masonry, carried down to a proper depth, as determined by the engineer or inspector. The general drawings show the probable depth to which the centre wall will be carried, but the depth shown is not to be considered as exact or final, as it may be varied considerably, according to the character of the ground developed by the excavations.

The wings will consist of a retaining wall of concrete masonry, backed by an earthen embankment similar in character to that forming the main dam.

The face of the embankment of the main dam on the side next to the water will be protected by a covering of dry stone or rip-rap.

A suitable spill-way or over-fall will be built in the main dam, of concrete masonry, with the necessary wing-walls, apron and other accessories requisite to insure a safe channel for the over-flow of the reservoir when full. This work will be well and strongly built, with the view to safely resist the shock of falling water and the impact of ice and other bodies transported by the stream.

The above is a general description of the proposed work, subject to such modifications as may appear necessary or desirable, before or during the execution of the same.

METHOD OF PROSECUTING THE WORK. As far as is consistent with the interests of the work, the order and methods of prosecuting the same will be left to the discretion of the contractor, with whom the responsibility of such order and methods shall rest. Provided however, that the engineer or inspector shall at all times have the right to prescribe and control such order and methods with a view to the safety, rapidity and economy of execution of said work.

ROCK EXCAVATION. The trenches and other excavations will be taken out to the lines prescribed by the engineer. As it is important that in the rock the trenches shall be shattered as little as possible, hand-drilling and light charges of explosives must alone be used.

Palmer Water Company
Petr. for approval
of plans and specifications of dam.

16.

Book of Plans, 3
Page 85.

EARTH EXCAVATION. The excavations will be taken out to the lines prescribed by the engineer. Where it is necessary to support the sides of the trenches or other excavations with sheet piling or other timbering, such supports shall be furnished and set by the contractor at his own expense, and such material shall either be removed or left in the work, as may be directed by the engineer or inspector. All pumping and bailing, whether by steam or hand, necessary to free the excavations, whether in rock or in earth, from water shall be done at the expense of the contractor. And all foundation pits, whether in rock or in earth, shall be kept clear of water by the contractor at his own expense, while masonry of any kind is being placed therein, so as to avoid the drowning or washing out of the mortar.

EMBANKMENT. The material for the embankments shall be such as will produce a solid, water-tight bank, and will be selected subject to the approval of the engineer or inspector. No stones larger than two inches in any direction will be allowed in the bank on the upper side of the centre wall, or in any slopes exposed to the action of the water, and none larger than four inches on the lower side of said centre wall. The material shall be laid down in horizontal courses, carried on the work in wagons or carts, or in barrows, so as to insure its being well travelled over with a view to its consolidation. If in the judgment of the engineer or inspector these means do not produce a sufficiently compact bank, he may in addition order the use of rollers or edge-runners of a design approved by him, or such other means as may be necessary to secure the desired compactness. In all places which cannot otherwise be reached, the bank shall be tamped with heavy rammers. The bank shall be kept thoroughly moistened while in process of construction, by means of pumps, hose or sprinkling carts.

Embankments shall be formed according to the lines prescribed by the engineer.

CONCRETE. Concrete will be used where directed by the engineer. It shall in all cases be composed of sound and solid broken stone or gravel, each stone being of such a size as to pass in any direction through a two inch ring, and not less than one inch in any direction, free from dust and dirt, and to be screened if required by the engineer or inspector. The proportions used will be, in measured volumes, one part of cement, three parts of clean sharp sand, made into mortar, and five parts of the broken stone or gravel added. The broken stone or gravel will be moistened previously, and the whole turned over until the mass is thoroughly homogeneous. It will be deposited in place, and tamped, strictly in accordance with the directions of the engineer or inspector. Concrete will be mixed upon suitable flooring, provided by the contractor at his own expense.

RIP-RAP. Rip-rap will be composed of stones of various sizes, including a certain proportion of quarry chips and fine material, so laid as to form a solid and compact covering.

MASONRY. All masonry work shall conform to the lines and dimensions

given by the engineer.

CEMENT. All cement used shall be of an approved and wellknown brand of Portland cement. All Portland cement shall be properly seasoned, so as to preclude checking, and shall be furnished in barrels (new, sound and paper-lined), unless permission be given by the engineer or inspector to furnish it in bags. All cement shall be stored upon the work in a tight shed, with a close floor set up at least one foot above the ground. It shall be subjected to a strict inspection, and shall be tested by the engineer, and a sufficient quantity must be kept on hand so that none may be used without being tested. All condemned cement must be immediately removed from the work. Cement will be judged not only from the tests made by the engineer, but also by its behavior in the work.

SAND. The sand used must be clean, coarse and sharp, to be screened and washed if required by the engineer or inspector. Any sand which may be condemned, shall be immediately hauled off the work, or wasted in some suitable locality.

MORTAR. All mortar used upon this work, of whatever variety of cement, shall be composed, by measured volumes, of one part of cement (as above) and three parts of sand (as above). The cement and sand shall be thoroughly mixed dry, by repeated turnings, until the mass has become perfectly homogeneous and of an uniform color. The proper proportion of water is then to be added immediately, and the whole quickly mixed.

Mortar shall be mixed in proper boxes, sufficiently large to permit the easy working of the ingredients, and provided by the contractor at his own expense.

No mortar shall be mixed in advance of its immediate use, and none shall be used which has been mixed for a period longer than that allowed by the engineer or inspector.

All condemned mortar shall be immediately shovelled out of the boxes and wasted.

The foregoing petition was entered on the fifth day of October, in the year of our Lord one thousand nine hundred and five, when the said petitioner filed its plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. October 18th, 1905.

VOTED: That the County Treasurer is authorized and directed to pay to William H. Dexter ninety-five hundred dollars (\$ 9500.00) for land with the building thereon, taken for the purposes of the Hall of Records, said sum to be paid upon receipt of a good and sufficient deed of said land. Title to be certified to by Ralph W. Ellis, Esq. subject to the

County Treasurer
authorized to pay
Wm. H. Dexter \$ 9500.
for land for Hall
of Records.

taxes for the current year.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

County Treasurer
authorized to bor-
row on account of
Chicopee & West
Springfield Bridge

Commonwealth of Massachusetts. No. 4.
Hampden, ss. County Commissioners' Meeting. October 18th, 1905.
VOTED: That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the acts of 1904 the sum of twenty-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four and one-half per cent per annum, the sum of fifty-two thousand five hundred dollars having already been borrowed.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

D E E D
WILLIAM H. DEXTER
to
COUNTY of HAMPDEN

KNOW ALL MEN BY THESE PRESENTS that I, WILLIAM H. DEXTER, of Springfield, Hampden County, Commonwealth of Massachusetts, in consideration of Nine Thousand Five Hundred (9,500) Dollars paid by the COUNTY of HAMPDEN a corporation duly established under the laws of the Commonwealth of Massachusetts, aforesaid, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said COUNTY of HAMPDEN the following real estate situated in said Springfield on the northerly side of West State street, bounded and described as follows, to wit:

Southerly by said West State street fifty-seven and eight twelfths (57 $\frac{8}{12}$) feet; Easterly by School Lane, so-called, one hundred twelve (112) feet; Northerly by land now or formerly of the city of Springfield, fifty-six and nine twelfths (56 $\frac{9}{12}$) feet; and Westerly by land formerly of Matilda Erb one hundred and twelve (112) feet; subject to the taxes for the current year which the grantee agrees to assume and pay as a part of the consideration hereof. See deed from Marshall H. Thayer dated June 21, 1899, recorded in Hampden County Registry of Deeds, Book 588, Page 373, and deed from Ellen M. Bradley and others dated October 17, 1905, to be recorded in said Registry.

TO HAVE AND TO HOLD the granted premises, with all the privileges and appurtenances thereto belonging to the said County of Hampden and its assigns, to its and their own use and behoof forever.

And I hereby for myself and my heirs, executors and administrators, COVENANT with the grantee and its assigns that I am lawfully seized in

fee-simple of the granted premises, that they are free from all incumbrances except said restrictions; that I have good right to sell and convey the same as aforesaid; and that I will and my heirs, executors, and administrators shall WARRANT AND DEFEND the same to the grantee and its assigns forever against the lawful claims and demands of all persons except as to the aforesaid.

And for the consideration aforesaid, I, CORA E. DEXTER, wife of said William H. Dexter, hereby release unto the grantee and its assigns all right of or to both DOWER and HOMESTEAD in the granted premises, and all other rights and interests therein.

IN WITNESS WHEREOF we the said WILLIAM H. DEXTER and CORA E. DEXTER, hereunto set our hands and seals this seventeenth day of October in the year one thousand nine hundred and five.

Signed, sealed and delivered)

in presence of
George A. Pease

WILLIAM H. DEXTER (Seal)
CORA E. DEXTER (Seal)

Commonwealth of Massachusetts.

Hampden, ss. October 18th, 1905. Then personally appeared the above-named WILLIAM H. DEXTER and acknowledged the foregoing instrument to be his free act and deed, before me-

RALPH W. ELLIS Justice of the Peace.

Oct. 18, 1905, 3 h 38 m P.M. Received and entered with Hampden Co. Deeds, book 700 page 305.

Attest: JAMES R. WELLS Register.

I hereby certify that I have examined the record title of the above Grantor to the above described premises and find no encumbrances thereon up to date except 1905 taxes.

RALPH W. ELLIS

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. October 20th, 1905
VOTED: That the County Treasurer is authorized and directed to pay to William H. C. Augur, Collector, the sum of one hundred and two dollars and twelve cents, (\$ 102.12) being the tax for the year 1905 on the real estate situated at No. 66 State street, assessed to the estate of William W. Thayer and William H. Dexter.

W. H. Brainerd }
J. H. Hendrick } County Commissioners.
J. M. Sickman }

County Treasurer
authorized and
directed to pay
William H. C. Augur
Collector, \$ 102.12

Selectmen of East
Longmeadow, Petrs.
for relocation of
Hall Hill Road.

10.

Amendment.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. November 21st, 1905.

In the matter of the petition of the Selectmen of East Longmeadow for relocation of Hall Hill Road, filed March 21, 1903:-

It now appearing that in the report of the location in the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to James M. Malone instead of Mary E. Malone.

We therefore amend our said report by striking out the name James M. Malone and inserting the name Mary E. Malone.

W. H. Brainerd }
J. H. Hendrick }
J. M. Sickman }

County Commissioners.

County Treasurer
authorized to
borrow on account
of Chicopee and
West Springfield
bridge.

Commonwealth of Massachusetts.

No. 5

Hampden, ss.

County Commissioners' Meeting.

November 21st, 1905

VOTED: That M. Wells Bridge, County Treasurer be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the acts of 1904 the sum of twenty-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four and one-half per cent per annum, the sum of seventy-seven thousand five hundred dollars having already been borrowed.

W. H. Brainerd }
J. H. Hendrick }
J. M. Sickman }

County
Commissioners.

County Treasurer
authorized and
directed to pay
interest on note,
on account of Hall
of Records.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. November 25th, 1905.

VOTED: That M. Wells Bridge, County Treasurer, be authorized and directed to pay semi-annually, to the Springfield Institution for Savings, interest on the balance of the \$ 90,000.00 note, dated May 3d, 1905, on account of the Hall of Records.

W. H. Brainerd }
J. H. Hendrick }
J. M. Sickman }

County
Commissioners.

October Meeting 1905

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. December 6th, 1905
VOTED: that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account the amount of the assessment for the year 1903, being the sum of Nine Thousand Three Hundred and Sixty-eight Dollars and sixty eight cents, (\$ 9368.68), together with accrued interest of Three Hundred and Thirty-four Dollars and eighteen cents (\$ 334.18), amounting in all to the sum of Nine Thousand Seven Hundred and Two Dollars and eighty-six cents, (\$ 9702.86)

W. H. Brainerd }
J. H. Hendrick } County Commissioners.

County Treasurer
authorized to pay
Treasurer of
Commonwealth on
state highway account

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting. December 12th, 1905.
VOTED: that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account the additional amount of two hundred and twenty-five dollars and sixty cents, (\$ 225.60) interest.

W. H. Brainerd }
J. H. Hendrick } County
J. M. Sickman } Commissioners.

Additional order to
pay Treasurer of
Commonwealth on
state highway account

Commonwealth of Massachusetts.
Hampden, ss. Springfield, December 22d, 1905.
Whereas in the judgment of the County Commissioners the interests of the county of Hampden demand an expenditure from the miscellaneous and contingent account, said County Commissioners hereby authorize the County Treasurer to transfer thereto from the Mount Tom State Reservation Fund account the sum one thousand dollars. (\$ 1,000.).

J. H. Hendrick }
J. M. Sickman } County Commissioners.

Order to transfer
from Mt. Tom State
Reservation fund
to miscellaneous and
contingent account.

Commonwealth of Massachusetts.
Hampden, ss. Springfield, December 22d, 1905.

To M. Wells Bridge, County Treasurer:-

You are hereby authorized and directed to pay to the treasurer of Hampshire county for the Mount Tom State Reservation Fund the sum of twenty-two hundred and fifty dollars (\$ 2250.00).

J. H. Hendrick }
J. M. Sickman } County Commissioners.

Order to pay money
to Hampshire County
Treasurer

Allowance for
damages done to
sheep.

The sum of four hundred eighty-four dollars and eighty cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Land damages.
\$ 300.00

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of three hundred dollars and the same are ordered to be paid from the County Treasury.

To Mary E. Malone on petition of Selectmen of East Longmeadow	\$ 25.
T. J. O'Brien on petition of Milton L. Phillips	225.
Leonard Brothers on petition of " " "	50.

Accounts.
\$ 24,064.96

Sundry accounts being presented are allowed, and the same amounting to the sum of twenty-four thousand and sixty-four dollars and ninety-six cents are ordered to be paid from the county treasury.

Hampden, ss. December 22, 1905.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden, on the fourth Tuesday of December, being the twenty-sixth day of said month, in the year of our Lord one thousand nine hundred and five,

Present,

W. H. Brainerd, Esq., Chairman	} County Commissioners.
J. H. Hendrick, Esq.	
J. M. Sickman, Esq.	

And by adjournment on the third, ninth, thirteenth, sixteenth, twentieth, twenty-fifth, twenty-sixth and twenty-ninth days of January, and by adjournment on the seventh day of February, and by adjournment on the seventh, fourteenth and twenty-fourth days of March and by adjournment on the fourth day of April, in the year of our Lord one thousand nine hundred and six.

Present,

J. H. Hendrick, Esq., Chairman	} County Commissioners.
J. M. Sickman, Esq.	
C. H. Nutting, Esq.	

Charles H. Nutting of Chicopee, having been declared by the Board of Examiners elected County Commissioner, for the term of three years, and having been duly sworn, appears on said third day of January, and the Board, consisting of J. H. Hendrick, J. M. Sickman and C. H. Nutting, proceed to the choice of a chairman. The whole number of votes cast is three, of which J. H. Hendrick has two, and is chosen chairman of the Board for the year ensuing.

All votes and decisions of the County Commissioners during the calendar year 1905 were unanimous.

Votes and Decisions
unanimous.

County Estimate.

Estimate by the County Commissioners of the County of Hampden of the Receipts and Expenditures of said County for the Year ending Dec. 31, 1906. Also, Statement showing the Unappropriated Balance in the County Treasury at the Closing of the Treasurer's Books for the Year 1905.

ESTIMATED RECEIPTS.

2. Clerk of courts and registers of deeds,	10000.
3. District and police courts,	2000.
4. Jails and houses of correction,	5000.
5. Fines costs and fees,	1000.
7. Truant schools,	2500.
8. Miscellaneous,	100.
	<u>20600.</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the Treasurer's books for the year 1905,	\$ 30241.08
(a) Less special appropriation, \$ 16352.71	
(b) Less money held for dog account, <u>13113.47</u>	
Deduct total amounts (a) and (b),	29466.18
Net balance in Treasury, unappropriated,	774.90
Total estimated receipts as shown above,	<u>20600.</u>
Estimated total amount available for the year,	<u>21374.90</u>

ESTIMATED EXPENDITURES for 1906.

Items.	
1. Interest on county debt,	11500
2. Reduction of county debt,	10000
3. Salaries of county officers and assistants, fixed by law, . .	17000
4. Clerical assistance in county offices,	7000
5. Salaries and expenses, district and police courts,	25000
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28000
7. Criminal costs in superior court,	5000
8. Civil expenses in supreme and superior courts,	16000
9. Maintenance Mt. Tom Reservation,	3400
10. Transportation expenses of county and special commissioners, . .	300
11. Medical examiners, inquests and care of the insane,	6000
12. Auditors, masters and referees,	4000
13. Building county buildings,	19900
14. Repairing, furnishing and improving county buildings,	21000
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10000
16. Highways, bridges and land damages,	8000
17. Law libraries,	2500
18. Truant schools,	6000
19. Miscellaneous and contingent expenses,	5000
Total,	<u>205600</u>

Items.	Appropriation for 1905.	Expenditures in 1905.
1. Interest on county debt,	9000.	9559.46
2. Reduction of county debt,	18000.	318000.
3. Salaries of county officers and assistants, fixed by law,	17000.	16850.20
4. Clerical assistance in county offices, . . .	7000.	6109.95
5. Salaries and expenses, district and police courts,	25000.	23774.06
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28000.	26918.15
7. Criminal costs in superior court,	5000.	4573.96
8. Civil expenses in supreme and superior courts,	22000.	13913.79
9. Maintenance Mt. Tom Reservation,	3250.	3250.
10. Transportation expenses of county and special commissioners,	300.	125.29
11. Medical examiners, inquests and care of . . the insane,	6000.	4258.41
12. Auditors, masters and referees,	4000.	2363.75
13. Building county buildings,		55707.34
14. Repairing, furnishing and improving county buildings,	10000.	6359.38
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10000.	9324.23
16. Highways, bridges and land damages,	12000.	10993.33
17. Law Libraries,	2500.	2404.72
18. Truant schools,	6500.	5451.01
19. Miscellaneous and contingent expenses, . . .	5000.	4732.95
Total,	190550.	524669.98
Due and Unpaid in 1905, 16. Highways, bridges and land damages,		123.66

J. H. HENDRICK, Chairman.

There is due to the general fund of the county, on account of building the hall of records, under provisions of chapter 302, acts of 1905, the sum of \$ 24,383.55.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, January 16th, 1906.
VOTED:

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of a building for the Registry of Deeds and for the Probate Court for the county of Hampden, under the provisions of chapter 302 of the acts of 1905, the sum of fifty thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

J. H. Hendrick }
J. M. Sickman } County
C. H. Nutting } Commissioners.

County Treasurer
authorized to borrow
on account of
Hall of Records.

County Treasurer

authorized to borrow Hampden, ss.

in anticipation of
County Tax.

The Commonwealth of Massachusetts.

County Commissioners' Meeting, January 16th, 1906.

VOTED: That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding Fifty Thousand Dollars (\$ 50,000.) and to make, execute and deliver a note or notes to that amount, payable November fifth, 1906, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

J. H. Hendrick }

J. M. Sickman }

C. H. Nutting }

County
Commissioners.

Order to pay money
to Hampshire County
Treasurer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, January 16th, 1906.

To M. Wells Bridge, County Treasurer:-

You are hereby authorized and directed to pay to the treasurer of Hampshire county for the Mount Tom State Reservation Fund the sum of twenty-two dollars and seventy cents (\$ 22.70).

J. H. Hendrick }

J. M. Sickman }

C. H. Nutting }

County
Commissioners.

Order revoking
permit to be at
liberty,
Joseph Egan

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. January 20th, 1906.

Whereas, it has been made to appear to said Commissioners that Joseph Egan of Springfield, in said county, was sentenced to the House of Correction in said county, on the 18th day of August, 1905, by the Police Court of Springfield, and whereas it further appears that a written permit to be at liberty was issued to the said Joseph Egan on the 1st day of November, 1905, by said Commissioners under provisions of section 113 of chapter 225 of Revised Laws, and it further appears that said Joseph Egan has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

J. H. Hendrick }

J. M. Sickman }

C. H. Nutting }

County
Commissioners.

HAMPDEN COUNTY COMMISSIONERS' REPORT for 1905.

The ninth annual report of the County Commissioners, made under the provisions of chapter 21, section 25, of the Revised Laws, referring the taxpayers to the County Treasurer's report for specific details.

On the petition of Milton L. Phillips and others, which was entered last year, we have located a highway in Agawam from Springfield street to Federal street, and have awarded two hundred and twenty-five dollars damages to T. J. O'Brien and fifty dollars to Leonard Bros.

We have acted upon the petitions which were entered this year, as follows:-

The petitions of A. P. Loomis and others for specific repairs on Springfield street in Agawam and of Enos W. Boise and others for relocation of Nigger Hill road in Blandford, were dismissed without prejudice. We also dismissed the petition of the Mayor and Aldermen of Holyoke for location of highway across the tracks of the Connecticut River Railroad Company on Appleton street, near the third level canal, in Holyoke, and that of Hugh J. Kane and others for the relocation of the Ludlow - Holyoke road in Chicopee, was dismissed for want of jurisdiction.

On the petition of Enos W. Boise and others, we discontinued a highway in Blandford leading from Nigger Hill road, so-called, to Gibbs street, so-called, near the house of Edward Uhl.

We ordered specific repairs to be made on the Otis road, Enos W. Boise petitioning therefor, the same to be completed on or before June 1, 1906, and the county is to reimburse the town to the amount of five hundred dollars, when the whole shall be done to the acceptance of said Commissioners.

No action has been taken on the petition of Albert Blodgett and others for relocation, alteration or specific repairs on Wild Cat, Blandford and Borden Brook roads in Granville and Blandford.

The directors of the Springfield Street Railway Company petitioned for the alteration of a crossing of the Athol branch of the Boston and Albany Railroad Company, and we have prescribed the manner and limits within which such alteration shall be made.

The new bridge between Chicopee and West Springfield, which is being constructed under the provisions of chapter 398 of the acts of 1904, is nearing completion.

The hall of records, which we were authorized to build, by chapter 302 of the acts of 1905, is in process of construction.

The sum of three hundred dollars was ordered to be paid by the county as land damages.

No suits have been brought against the county during the past year; no highways or parts of highways have been laid out by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission.

For cost and construction of state highways in this county, refer-

Annual Report of
County Commissioners
for the year 1905.

Including Appraisal
of county property.

ence may be had to the following tables.

Hampden County

Amounts expended for Repair and Maintenance of State Highways to December 1, 1905.

Town-City	Expended 1894-1904	Expended 1905	Totals
Agawam	\$ 8.65	\$ 11.24	\$ 19.89
Brimfield	1185.26	274.69	1459.95
Chester	1123.79	284.70	1408.49
Chicopee	3283.09	2942.30	6225.39
East Longmeadow	2.78	18.06	20.84
Monson	829.01	116.52	945.53
Palmer	777.65	235.94	1013.59
Russell	10085.89	396.25	10482.14
Wales	135.83	71.69	207.52
Westfield	4286.14	1622.28	5908.42
West Springfield	1117.16	67.84	1185.00
Wilbraham	1248.80	278.35	1527.15
Totals,	\$ 24084.05	\$ 6319.86	\$ 30403.91

Hampden County

Amounts expended under the "Small Town" Acts to December 1, 1905.

Town or City	Expended previous to 1905.	Expended 1905.	Totals
Blandford	3444.	-	3444.
East Longmeadow	680.	-	680.
Granville	854.61	845.39	1700.
Hampden	662.	428.	1090.
Longmeadow	-	1050.	1050.
Montgomery	400.	408.	808.
Southwick	-	600.	600.
Tolland	748.	-	748.
Totals,	\$ 6788.61	\$ 3331.39	\$ 10120.

Hampden County

Showing lengths laid out, lengths constructed and amounts expended to December 1, 1905.

Town-City	Lengths laid out			Lengths constructed		
	1894-1904	1905	Total	1894-1904	1905	Total
Agawam	6069	-	6069	6069	-	6069
Brimfield	20945	-	20945	20945	-	20945
Chester	15031	2100	17131	15031	2100	17131
Chicopee	12346	2264	14610	12346	2264	14610
East Longmeadow	3091	-	3091	3091	-	3091
Monson	5462	1550	7012	5462	1550	7012
Palmer	13266	9122	22388	13266	4600	17866
Russell	35089	-	35189	35189	-	35189
Wales	5493	-	5493	5493	-	5493
Westfield	30667	-	30667	30667	-	30667
West Springfield	8054	3000	11054	8054	2500	10554
Wilbraham	25428	-	25428	25228	200	25428
Total (feet)	181041	18036	199077	180841	13214	194055
Total (miles)	34.29	3.42	37.71	34.25	2.50	36.75

* E x p e n d e d .

Town-City	1894-1904	1905	Total
Agawam	\$ 11504.07	\$ -	\$ 11504.07
Brimfield	24874.84	26.79	24901.63
Chester	22379.05	7217.08	29596.13
Chicopee	32768.50	4957.98	37726.48
East Longmeadow	5576.87	-	5576.87
Monson	9828.58	2565.22	12393.80
Palmer	28226.44	4322.62	32549.06
Russell	84345.21	4.76	84349.97
Wales	3962.60	-	3962.60
Westfield	42801.59	462.11	43263.70
West Springfield	13776.61	2920.08	16696.69
Wilbraham	44803.82	3286.22	48090.04
	124848.18	25762.86	350611.04

* Exclusive of repairs and maintenance.

The sum of \$ 9,368.68 was paid to the Commonwealth on account of construction of state highways, making the whole amount repaid, \$ 70,845.93 and \$ 19,477.89 still due.

The sum of \$ 6,359.38 was expended upon county buildings for repairs and furnishings during the past year, of which \$ 3,610.59 was for repairs done by day work.

The following are the salaries of county officials prescribed by law:

Sheriff	\$ 1500.	Register of Deeds	\$ 2800.
Clerk of Courts	3500.	Assistant Register of Deeds	1400.
Assistant Clerk	2000.	County Commissioners	3600.
County Treasurer	2000.		

The following are the salaries of the county officials not prescribed by law:-

At the Court House:

Messenger	\$ 1200.	Engineer	\$ 1200.
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At the Jail:

Jailer	\$ 1000.	Watchman	\$ 720.
Turnkey	960.	Watchman	720.
Assistant Turnkey	780.	Engineer	1020.
First Keeper	780.	Steward	780.
Second Keeper	780.	Shop Foreman	840.
Third Keeper	720.	Matron	240.
Fourth Keeper	720.	Physician	300.
Fifth Keeper	720.	Chaplains	300.
Watchman	720.	Instructor of Industries	1296.

At the Truant School:

Superintendent	\$ 1200.	Matron	\$ 480.
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The following is a list of the assets of the county of Hampden,

December 31, 1905.	\$ 200,000.00
Court House building	66,000.00
Court House lot,	50,000.00
Hall of Records lot,	25,000.00
Law Library (10373 volumes)	20,000.00
Furniture and other property, Court house	255,000.00
Jail and House of Correction buildings,	

Jail and House of Correction lot	\$ 25,000.00
Furniture and other property, Jail and House of Correction	10,000.00
Truant School buildings	13,000.00
Truant School lot	12,000.00
Furniture and other property, Truant School	3,000.00
Furniture and other property, District Courts,	2,500.00
Sinking Fund, Hampden County,	376.87

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

Roland Moriarty
released from Truant Hampden, ss.

Commonwealth of Massachusetts.

School on parole.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of February, A. D. 1906,

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Roland Moriarty of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Holyoke, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Roland Moriarty to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the acts of 1904, chapter 220, section 4, upon the following conditions:

That said parole be revoked upon the violation of the conditions of said parole under the provisions of chapter 220, acts of 1904.

ROBERT O. MORRIS, Clerk.

Raymond Hardaker
released from Truant Hampden, ss.
School on parole.

Commonwealth of Massachusetts.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of February, A. D. 1906, and by adjournment on the fourteenth day of February, A. D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Raymond Hardaker of Pittsfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Pittsfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Raymond Hardaker to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the acts of 1904, chapter 220, section 4, upon the following conditions:

That said parole may be revoked upon the violation of the conditions of said parole under the provisions of chapter 220, acts of 1904.

ROBERT O. MORRIS, Clerk.

Commonwealth of Massachusetts.
Hampden, ss. County Commissioners' Meeting, March 7th, 1906.

In the matter of the petition of the Selectmen of Chester et als. for relocation of highways in Chester.

It is ordered, that the sum of two hundred and twenty-five dollars be paid from the County Treasury to the said town of Chester.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

County Treasurer
authorized to pay
Town of Chester \$225.

Commonwealth of Massachusetts. No. 6.
Hampden, ss. County Commissioners' Meeting. March 7th, 1906.
Voted:

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the acts of 1904 the sum of twenty-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum, the sum of one hundred and two thousand five hundred dollars having already been borrowed.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

County Treasurer
authorized to borrow
on account of
Chicopee and west
Springfield bridge.

Patrick Connor
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of March, A. D. 1906,

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Patrick Connor of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Holyoke, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Patrick Connor to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the acts of 1904, chapter 220, section 4, upon the following conditions:

That he conform to the school regulations of the City of Holyoke.

ROBERT O. MORRIS, Clerk.

John Goddard
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of March, A. D. 1906,

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of John Goddard of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Holyoke, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said John Goddard to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the acts of 1904, chapter 220, section 4, upon the following conditions:

That he conform to the school regulations of the City of Holyoke.

ROBERT O. MORRIS, Clerk.

Henry Farley
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said county, on the fourteenth day of March, A. D. 1906

Voted: A request having been made to the County Commissioners of

the County of Hampden by Erwin G. Ward for the release of Henry Farley of Chicopee from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Chicopee, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Henry Farley to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the acts of 1904, chapter 220, section 4, upon the following condition:

That he comply with the school regulations of the city of Chicopee.

ROBERT O. MORRIS, Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. March 24th, 1906.

Voted

that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account interest to December 10, 1905 on the assessment of ten thousand six hundred and twenty-four dollars and thirty-six cents (\$ 10,624.36) for the year 1904, being three hundred and eighteen dollars and seventy-three cents (\$ 318.73); the annual payment of one thousand seven hundred and seventy dollars and seventy-three cents (\$ 1,770.73) due December 10, 1905 and interest thereon to March 26, 1906, being fifteen dollars and sixty-four cents (\$ 15.64) amounting in all to the sum of two thousand one hundred and five dollars and ten cents (\$ 2,105.10).

J. H. Hendrick }
J. M. Sickman } County Commissioners.

County Treasurer
authorized to pay
Treasurer of
Commonwealth on
State Highway account

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said county, on the fourth day of April, A. D. 1906

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of James Barceleau of North Adams, from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of North Adams, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said James Barceleau to be at liberty.

And thereupon said commissioners order that he be released on the 9th day of April current, under the provisions of the acts of 1904,

James Barceleau
released from Truant
School on parole.

chapter 220, section 4, upon the following conditions:

That he conform to the school regulations of the city of North Adams.

ROBERT O. MORRIS, Clerk.

Jesse J. Smith
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the fourth day of April, A. D. 1906

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Jesse J. Smith of North Adams from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of North Adams, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Jesse J. Smith to be at liberty.

And thereupon said commissioners order that he be released on the 9th day of April current, under the provisions of the acts of 1904, chapter 220, section 4, upon the following conditions:

That he conform to the school regulations of the city of North Adams.

ROBERT O. MORRIS, Clerk.

Allowance for
damages done to
sheep.

The sum of eighty-five dollars is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Accounts.

\$ 40,408.84

Sundry accounts, being presented, are allowed, and the same amounting to the sum of forty thousand, four hundred and eight dollars and eighty-four cents are ordered to be paid from the county treasury.

Hampden, ss. April 4, 1906.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O Morris

clerk.

April Meeting, 1906.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the second Tuesday of April, being the tenth day of said month and on the seventeenth and thirtieth days of said month and by adjournment on the second fifth, eleventh, twenty-first and twenty-ninth days of May, and by adjournment on the sixth, eighth, nineteenth and twenty-first days of June, in the year of our Lord one thousand nine hundred and six.

Present,

J. H. Hendrick, Esq., Chairman	} County Commissioners.
J. M. Sickman, Esq.	
C. H. Nutting, Esq.	

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting.

May 5th, 1906.

To the County Treasurer.

Ordered that the sum of ten thousand dollars estimated and allowed for the reduction of the county debt be applied and paid toward the reduction of the debt arising by reason of the building of the Hall of Records.

J. H. Hendrick	} County commissioners.
J. M. Sickman	
C. H. Nutting	

Order regarding reduction of county debt, a/c of Hall of Records.

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred and eighty-four thousand three hundred dollars (\$184,300.) for the County of Hampden, the same is apportioned upon the several cities and towns in said county, in manner following:-

Agawam,	1,818.27
Blandford,	509.12
Brimfield,	472.75
Chester,	763.67
Chicopee,	11,927.86
East Longmeadow,	654.58
Granville,	472.75
Hampden,	472.75
Holland,	72.73
Holyoke,	46,947.77
Longmeadow,	1,200.06
Ludlow,	2,654.68
Monson,	2,436.48
Montgomery,	145.46
Palmer,	3,854.74
Russell,	581.85
Southwick,	618.21
Springfield,	89,968.08
Tolland,	181.83
Wales,	363.65
West Springfield,	6,691.24
Westfield,	10,327.78
Wilbraham,	1,163.69

\$ 184,300.00

County Tax Assessed.

And warrants have been issued dated May seventh, nineteen hundred and six directed to the Selectmen or Assessors of the several towns and cities in said county directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Patrick Glaster
released from
Truant School on
parole.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the county of Hampden, begun and holden at Springfield, within and for said county, on the twenty-ninth day of May, A. D. 1906.

Voted: A request having been made to the County Commissioners of the county of Hampden by Erwin G. Ward for the release of Patrick Glaster of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Holyoke, after due notice and hearing, it is considered and adjudged by said commissioners that it will be for the best interest of the said Patrick Glaster to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: That he conform to the school regulations of the city of Holyoke.

Robert O. Morris, Clerk.

County Treasurer
authorized to
borrow on account
of Hall of Records

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. June 6th, 1906.

Voted: That M. Wells Bridge, county treasurer, be authorized to borrow on the credit of the county and on account of a building for the Registry of Deeds and for the Probate Court for the county of Hampden, under the provisions of chapter 302 of the acts of 1905, the sum of fifty thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four and one-half per cent per annum.

J. H. Hendrick }

J. M. Sickman }

C. H. Nutting }

County Commissioners.

April Meeting, 1906.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the county of Hampden, begun and holden at Springfield, within and for said county, on the sixth day of June, A.D. 1906.

Voted: A request having been made to the County Commissioners of the county of Hampden, by Erwin G. Ward for the release of William Keyes of Pittsfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Pittsfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said William Keyes to be at liberty.

And thereupon said commissioners order that he be released Friday, the eighth day of June current, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: That he conform to the school regulations of the city of Pittsfield.

Robert O. Morris, Clerk.

William Keyes released from Truant School on parole.

Sundry accounts, being presented, are allowed, and the same amounting to the sum of twenty-nine thousand, seven hundred and sixty-four dollars and thirty-eight cents, are ordered to be paid from the county treasury.

Accounts.
\$ 29,764.38

Hampden, ss. June 21st, 1906.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of June, being the twenty-sixth day of said month and by adjournment on the fifth and eleventh days of July and by adjournment on the first, seventh, fifteenth, sixteenth, twentieth, twenty-fifth and twenty-eighth days of August, and by adjournment on the fifth, eighth, fourteenth and twenty-first days of September, in the year of our Lord one thousand nine hundred and six.

Present,

Joel H. Hendrick, Esq., Chairman	} County Commissioners.
James M. Sickman, Esq.	
Charles H. Nutting, Esq.	

Albert Blodgett et
als., Petrs. for
relocation, altera-
tion or specific
repairs on "Wild
Cat Road", "Bland-
ford Road" & "Bor-
den Brook Road" in
Granville and
Blandford.

8.

To the Honorable, the County Commissioners of the County of Hampden:

Respectfully represents the undersigned citizens and tax payers of the towns of Granville, Blandford and other towns in said county:-

That there is in said Granville a certain highway called "The Wild Cat Road," and that the same runs to and by the place known as "The Old Marshall Stow Place" in said Granville; and thence said highway extends in a general northerly direction into said Blandford, being the Blandford Road," so-called, which runs from East Granville to Blandford, and then connects with the road known as "Borden Brook Road", and thence said Borden Brook Road continues in a general westerly direction by Bates's tannery in said Blandford; and then the highway continues in a general southerly or southeasterly direction to the "Beach Hill School House," so-called, in said Granville. That said described highway is and has been for a long time dangerous for public travel, and that from a point in said Wild Cat Road, by the "Swamp House" so-called, that said highway known as the "Wild Cat Road" and the continuation of highways as above set forth are in places narrow and contracted so that teams are unable to pass by each other, and that the same are in many places depressed so that heavy loads cannot be drawn over the same, and that there are rocks and stones in the same, and that the whole of said highways, from said Swamp House to said Beach Hill School House, is in general need of repair and relocation and alteration.

Wherefore your petitioners pray that your honorable body will make a view of the said described "Wild Cat Road" and highways above described and give public hearing to your petitioners, and that you will order and cause the said road and the said highways to either be relocated or altered or that specific repairs be made thereof.

Sept. 29/05.

Albert Blodgett and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commis-

sioners holden at Springfield, within and for said county, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and five, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree for specific repairs in Granville, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, August 1st, 1906.

On the Petition of Albert Blodgett and others, praying for relocation, alteration or specific repairs on a highway in Granville and Blandford.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the second day of June A.D. 1906, view said highway, and hear all parties interested, and did adjudge that specific repairs should be made in so much of the existing highway as lies in the town of Granville, and after adjudicating as aforesaid, said Commissioners gave due notice as the law directs.

And now said Commissioners order and decree that specific repairs be made by the Inhabitants of Granville upon so much of said highway as lies within said town of Granville, as follows:- Such parts of the way as are wet shall be under-drained, sluiced or raised, and where the way is narrow, it shall be widened, if practicable without blasting; the whole road to be made safe and convenient for travel.

When the work is completed, the County of Hampden shall pay to the town of Granville the sum of one hundred and fifty dollars, (\$ 150.), if the same is done to the satisfaction of said Commissioners.

J. H. Hendrick }
J. M. Sickman } County Commissioners.
C. H. Nutting }

Hampden, ss. County Commissioners' Meeting, August 1, A.D. 1906.

The foregoing decree is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Westfield, Mass., Jan. 20, 1906.

To the County Commissioners of the County of Hampden:-

Respectfully represent your petitioners, that they are inhabitants of the town of Westfield, in said county, and that common convenience and necessity require that a part of Pochassic street or road, so-called, be laid out, or altered, or relocated for the purpose of establishing its boundary lines, or making alterations in its course or width. Said part of said road is in said Westfield and begins at or near the intersection of Parker Avenue and said Pochassic street and runs in a general westerly direction about six thousand feet to connect with a

Augustus W. Holton
et als., Petrs. for
location, alteration
or relocation of
Pochassic St.,
Westfield.

10.

Book of Plans 3,
Pages 90-92.

change of location of said road, made by order of a special commission in 1900, at a point near the house of James E. Perry.

Wherefore your petitioners pray that your honorable board will lay out, alter or locate said road or street.

Signed:- Augustus W. Holton and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and five, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, August 1st, 1906.

On the Petition of Augustus W. Holton and others, praying for a highway to be relocated in the town of Westfield,-

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of April A. D. 1906, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:

Westerly & northerly line:- commencing at a stone monument in the southerly line of Parker Ave. at land formerly belonging to O. G. Hill, thence south $21^{\circ} 18' 15''$ west one hundred thirteen and five tenths (113.5) feet to a stone monument thence south $58^{\circ} 12' 30''$ west fifty-eight and eighty-nine one-hundredths (58.89) feet, thence south $68^{\circ} 23' 30''$ west thirty-five (35.0) feet to a stone monument, thence north $82^{\circ} 40' 15''$ west two hundred four (204.0) feet to a stone monument, thence north $66^{\circ} 54' 30''$ west eight hundred ninety-three and ninety-seven one-hundredths (893.97) feet to a stone monument in the easterly line of Atwater street, so-called, thence north $63^{\circ} 02' 15''$ west two hundred forty-one and seventy-one one-hundredths (241.71) feet to a stone monument, thence north $58^{\circ} 00' 15''$ west two hundred sixty-four (264.0) feet to a stone monument, thence north $58^{\circ} 55' 15''$ west seven hundred forty-one and fifty-six one-hundredths (741.56) feet to a stone monument, thence on a curve to the left of radius four hundred forty-five and twenty-three one-hundredths (445.23) feet two hundred seven and eighty one-hundredths (207.80) feet to a stone monument, thence north $85^{\circ} 39' 45''$ west eleven hundred ninety-five and sixty-four one-hundredths (1195.64) feet to a stone monument about opposite the house of Phillip Flynn, thence south $83^{\circ} 32' 15''$ west eight hundred (800.0) feet to a stone monument, thence north $83^{\circ} 03' 45''$ west two hundred ninety-three and seventy-seven one-hundredths (293.77) feet to a stone monument in the division line between land of town of Westfield and land of heirs of Bartholomew Mahoney, thence north $78^{\circ} 39' 15''$ west four hundred fif-

ty-four and eighty-eight one-hundredths (454.88) feet to a stone monument, thence north 82° 49' 15" west two hundred (200.0) feet to a stone monument, thence south 87° 16' 45" west two hundred thirteen and forty-four one-hundredths (213.44) feet to a stone monument southerly of house of James E. Perry in the northerly line and easterly terminus of a change of location as ordered by a Special Commission in 1900.

Easterly & southerly line:- Commencing at a stone monument in the southerly line of Pochassic street as laid out by the County Commissioners Dec. 28, 1874 and distant three hundred forty-two (342.0) feet westerly from the westerly line of North Elm street, thence south 57° 08' 30" west one hundred seventy-six and ninety-two one-hundredths (176.92) feet, thence south 68° 23' 30" west fifty-two and eighty-two one-hundredths (52.82) feet to a point bearing south 7° 08' 22" east fifty-one and sixty-four one-hundredths (51.64) feet from a stone monument in the northerly line of location nearly opposite the southerly corner of the house of J. C. Buschmann, thence westerly parallel to and fifty feet distant from the aforescribed westerly and northerly line of location to a stone monument in the southerly line and easterly terminus of the location ordered by a Special Commission in 1900. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of September next, to remove therefrom their buildings, wood, timber or trees. No damages having been claimed none are awarded. Having relocated said highway any damage or expense arising therefrom shall be borne by the town of Westfield.

A plan of said relocation is filed herewith and made a part of this report.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

Hampden, ss. County Commissioners' Meeting, August 1st, A.D. 1906

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Robert O. Morris, Clerk.

Westfield, Mass., Jan. 20, 1906.

To the County Commissioners of the County of Hampden:-

Respectfully represent your petitioners, that they are inhabitants of the town of Westfield, in said county, and that common convenience and necessity require that the Lloyd's Hill Road, so-called, be laid out, or altered, or relocated for the purpose of establishing its boundary lines, or making alterations in its course or width. Said road is in said Westfield and runs from a point on Western Avenue, about eight hundred feet westerly of Spruce Street, northerly about thirteen hundred feet to the Russell Road or state highway, westerly of the house of

Henry W. Ely et als.,
Petr. for location,
alteration or relocation of Lloyd's
Hill Road, Westfield

11.

Book of Plans 3,
Page 88.

heirs of Geo. F. Adkins.

Wherefore your petitioners pray that your honorable board will lay-out, alter or locate said road.

Signed:-

Henry W. Ely and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and five, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, August 1st, 1906.

On the Petition of Henry W. Ely and others, praying for a highway to be relocated in the town of Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of April A. D. 1906, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:

Commencing at a stone monument in the northerly line of Western avenue, bearing north 54° 00' 45" west one hundred twenty-five and eight one-hundredths (125.08) feet from a stone monument, mentioned in the description of the layout of said avenue dated October 14th, 1871 and recorded in County Commissioners Records Book #8, page 273, thence running north 26° 21' 15" east three hundred twenty-seven and fifty-nine one-hundredths (327.59) feet to a stone monument, thence on a curve to the left of radius one thousand four hundred thirty-two and eighty-nine one-hundredths (1432.89) feet two hundred twelve and eighty-eight one-hundredths (212.88) feet to a stone monument, thence on a curve to the right of radius one thousand two hundred thirty-four (1234.0) feet three hundred sixty-one and sixty-five one-hundredths (361.65) feet to a stone monument, thence north 34° 38' east four hundred nine and seventy-two one-hundredths (409.72) feet to a stone monument, thence on a curve to the right of radius thirty (30.0) feet thirty-three and forty-six one-hundredths (33.46) feet to a stone monument in the southerly line of the Russell Road, so-called. The foregoing description is for the easterly line of the highway.

The westerly line commences at a stone monument bearing north 54° 00' 45" west sixty-six and ninety-four one-hundredths (66.94) feet from the first mentioned monument in the description of the easterly line and runs thence northeasterly parallel to and sixty-six (66.0) feet distant from the easterly line to a stone monument twenty-four and one tenth (24.1) feet southerly of the southerly line of the Russell road, so-called, thence on a curve to left of radius twenty (20.0) feet

thirty-five and thirteen one-hundredths (35.13) feet to a stone monument in the southerly line of said Russell Road.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of September next, to remove therefrom their buildings, wood, timber or trees. No damages having been claimed none are awarded. Having relocated said highway any damage or expense arising therefrom shall be borne by the town of Westfield.

And it is ordered by said Commissioners that the inhabitants of said town of Westfield shall, on or before the first day of October 1906 complete and finish the same so that 30 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. Said road shall be graded to the grades shown upon the profile filed herewith and made a part of this order. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. A plan of said relocation is filed herewith and made a part of this report.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

Hampden, ss. County Commissioners' Meeting, August 1st A.D. 1906

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:- Robert O. Morris, Clerk.

Westfield, Mass., Jan. 20th, 1906.

To the County Commissioners of the County of Hampden:-

Respectfully represent your petitioners that they are inhabitants of the town of Westfield, in said county, and that common convenience and necessity require that parts of the highway as laid out by the County Commissioners May 26th, 1856 be relaid, or altered, or relocated for the purpose of establishing the boundary lines, or making alterations in their course or width. Said parts include what is known as the Old Montgomery Road, bounded northerly by land supposed to belong to Mrs. Josephine Yeamans easterly by North Elm Street, southerly by land of Mrs. Charlotte E. Parks and westerly by land of the New Haven and Northampton Company and that part of Union Street and Union Avenue extending easterly and southerly from North Elm Street for about five hundred feet.

Wherefore your petitioners pray that your honorable board will lay-out, alter or locate said highway.

O. B. Parks et als.
Petr. for alteration or relocation of the Old Montgomery Road, Union St. and Union Ave., Westfield

12.

Book of Plans 3,
page 89.

Signed:- O. B. Parks and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said county, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and five, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, August 1st, 1906.

On the Petition of O. B. Parks and others, praying for a highway to be relocated in the town of Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of April A. D. 1906, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, said Commissioners now relocate said highway in the manner following:

Old Montgomery Road. Commencing at a stone monument in the westerly line of North Elm St. at the northeasterly corner of land belonging to Charlotte E. Parks, thence running north $41^{\circ} 55' 30''$ west along land of said Parks two hundred twenty and forty-seven one-hundredths (220.47) feet to a stone monument at land of New Haven and Northampton Company, thence north $39^{\circ} 34' 30''$ east along land of said company fifty and five one-hundredths (50.05) feet to a stone monument at land supposed to belong to Josephine Yeamans thence south $41^{\circ} 55' 30''$ east along land of said Yeamans two hundred thirty and fifteen one-hundredths (230.15) feet to a stone monument in the westerly line of North Elm street, thence south $50^{\circ} 43'$ west forty-nine and fifty-five one-hundredths (49.55) feet to place of beginning. The location includes all land within the foregoing described lines.

Union Street. Commencing at a stone monument in the easterly line of North Elm St. and at the northwesterly corner of land supposed to belong to the heirs of O. A. Moore, thence south $39^{\circ} 29'$ east seventy-two and sixty-seven one-hundredths (72.67) feet to a stone monument, thence south $34^{\circ} 52' 30''$ east thirty-nine and seven one-hundredths (39.07) feet to a stone monument, thence on a curve to the right of radius twenty-eight and sixty-seven one-hundredths (28.67) feet forty-one and thirty-two one-hundredths (41.32) feet to a stone monument, thence south $47^{\circ} 17' 30''$ west eighty and eighty-four one-hundredths (80.84) feet to a point at right angles opposite and forty-nine and five tenths (49.5) feet distant from a stone monument in the easterly line of Union avenue. The foregoing description is for the southerly line of Union street and the westerly line of Union avenue.

The northerly line of Union street commences at a point in the easterly line of North Elm street bearing north $50^{\circ} 43'$ east fifty-nine and thirty-six one-hundredths (59.36) feet from the stone monument

described as the commencement of the southerly line of said Union street, thence south 32° 22' 45" east one hundred seventy-three and eighty-three one-hundredths (173.83) feet to a stone monument supposed to be in the present northerly line of Union street.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of September next, to remove therefrom their buildings, wood, timber or trees. No damages having been claimed none are awarded. Having relocated said highway any damage or expense arising therefrom shall be borne by the town of Westfield. A plan of said relocation is filed herewith and made a part of this report.

J. H. Hendrick }
J. M. Sickman }
C. H. Nutting } County Commissioners.

Hampden, ss. County Commissioners' Meeting, August 1st A.D. 1906

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

To the County Commissioners for the County of Hampden:-

Respectfully represents the Wright Wire Company, a corporation duly established by law and having a usual place of business in Palmer in said county, that it desires to construct in said town a railroad for private use in the transportation of freight by the use of steam power from the railroad of the New London Northern Railroad Company, leased to the Central Vermont Railway Company, to the mill occupied by said petitioner situate on the northwesterly side of Commercial street in said town; that it will be necessary in the construction of said railroad to cross said Commercial street, a public way in said town, at a level therewith, a short distance southwesterly from the southwesterly end of the railroad bridge over said Commercial street; that your petitioner has obtained the consent of the selectmen of said Palmer to the crossing of said public way at a level therewith by said railroad at a place within one hundred and twenty-five feet southwesterly from the southwesterly end of said railroad bridge, and said selectmen have allowed steam power to be used on said railroad across said public way.

Wherefore, your petitioner prays that your Honorable Board will adjudge that public necessity requires the crossing of said public way by said railroad at the same level, and make a decree specially to authorize and require said petitioner so to construct its road, in such manner as shall be prescribed in said decree.

Wright Wire Company
By T. W. Kenefick, its attorney.

July 26th, 1907.

The foregoing petition was entered at this meeting, and due proceedings

Wright Wire Co. Petr.
for leave to construct private
railroad to cross
Commercial St. in
Palmer at grade.

16.

Book of plans 3,
page 107.

having been had thereon, the County Commissioners file the following interlocutory decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. August 16, 1906.

On the petition aforesaid after due notice to all persons interested, and a hearing, said Commissioners do adjudge that public necessity require the crossing at the same level as prayed for in said petition.

J. H. Hendrick }

J. M. Sickman }

County Commissioners.

And now said Commissioners file the following final decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, August 28, 1906.

Upon the petition of the Wright Wire Company, a corporation duly established by law and having a usual place of business in Palmer, in said county, to cross at grade a public way in said town of Palmer, known as Commercial street.-

It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners have, in writing, consented to said crossing at the same level, and that the petitioner is hereby required to station a flagman at said crossing who shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing, and that no engine, car or train shall cross at a greater speed than four (4) miles an hour,-

It is hereby decreed that the said Company be specially authorized to construct its said railroad over said highway at the same level with the further condition that a stop bar, or log, shall be kept securely fastened upon said railroad at a point easterly of said crossing, so as to prevent the passing of engine, car or train except when said railroad is in use for the purposes prayed for in said petition.

J. H. Hendrick }

J. M. Sickman }

County Commissioners.

Fred T. Ley & Company, Petrs. for leave to construct Private Railroad to cross Death Hill road; Monson road; and Palmer and Brimfield road, known as State highway; all in Brimfield, at grade.

To the County Commissioners for the County of Hampden:-

Respectfully represents Fred T. Ley & Company, a corporation duly established by law and having its usual place of business in Springfield in said county, that it desires to construct in Brimfield in said county a railroad for temporary and private use in the transportation of freight, by the use of steam power, from a point near the barn of L. F. Baker on the southerly side of the Palmer Road, so-called, westerly over the location of the Springfield and Eastern Street Railway Company to a point near the Dunhamtown Road, so-called; that it will be necessary in the construction of said railroad to cross at a level therewith three several public ways in said town, viz: the Death Hill Road, so-called,

at a place about 100 feet southerly from its intersection with the Palmer and Brimfield Road known as the State Highway; the Monson Road, so called, at a place about 300 feet southerly from its intersection with said State Highway; and said State Highway at a place about 600 feet westerly from its intersection with said Monson Road; that your petitioner has obtained the consent of the selectmen of said Brimfield to the crossing of said several public ways, at a level therewith, by said railroad as follows, viz: said Death Hill Road at a place within 100 feet southerly from its intersection with the Palmer and Brimfield Road known as the State Highway, said Monson Road at a place within 300 feet southerly from its intersection with said State Highway, and said State Highway at a place within 600 feet westerly from its intersection with said Monson Road; and said selectmen have allowed steam power to be used on said railroad across said public ways.

Wherefore, your petitioner prays that your Honorable Board will adjudge that public necessity requires the crossing of said several public ways by said railroad at the same level and make a decree specially to authorize and require said petitioner so to construct its road, in such manner as shall be prescribed in said decree.

Fred T. Ley & Company,

By T. W. Kenefick,
Its attorney.

July 26th, 1906.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners file the following interlocutory decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. August 16, 1906.

On the petition aforesaid after due notice to all persons interested, and a hearing, said Commissioners do adjudge that public necessity require the crossing at the same level as prayed for in said petition.

J. H. Hendrick)
J. M. Sickman) County Commissioners.

And now said Commissioners file the following final decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. August 28, 1906.

Upon the petition of Fred T. Ley and Company, a corporation duly established by law and having its usual place of business in Springfield in said county, to cross at grade three several public ways in the town of Brimfield, in said county, known as the Death Hill Road, so-called, the Monson Road, so-called, and the State Highway at a place about 600 feet westerly from its intersection with said Monson Road.

It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners have, in writing, consented to said crossings at the same level, and that the petitioner is hereby required to station a flagman at said crossings who shall display a flag by day and a lantern by night

whenever an engine, car or train is approaching and while it is passing over said crossings, and that no engine, car or train shall cross at a greater speed than four (4) miles an hour,-

It is hereby decreed that the said Company be specially authorized to construct its said railroad over said highways at the same level.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

Peter Kronvall
awarded contract
for removing Offal
at Jail.

June 26, 1906.

Peter Kronvall was awarded the contract for removing the Offal from the Jail for the year commencing July 7, 1906, for one hundred and thirty-seven dollars and fifty cents, (\$137.50) payable in advance.

County Treasurer
authorized to pay
Town of Blandford
\$500.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting, July 5th, 1906.

In the matter of the petition of Enos W. Boise et als. for repair and relocation of Otis Road & Nigger Hill Road in Blandford.

It having been made to appear to the said County Commissioners that said highways have been constructed in a workmanlike manner and to the acceptance of said Commissioners,

It is ordered, that the sum of five hundred dollars be paid from the County Treasury to the said town of Blandford.

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

M. A. Maynard
awarded contract
for furnishing Jail
Court House and
Truant School with
coal.

July 5th, 1906.

M. A. Maynard was awarded the contract for furnishing the

American George's Creek coal for jail \$4.25

" " " " " court house \$4.60

(delivered on cars, to be taken before September 15th.)

Lehi stove and egg coal for truant school \$6.50

<p style="text-align: center;">Commonwealth of Massachusetts.</p> <p>Hampden, ss:</p> <p>At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first day of August, A.D. 1906.</p> <p>Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of William H. Gardner of North Adams from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of North Adams after due notice and hearing it is considered and adjudged by said Commissioners that it will be for the best interest of the said William H. Gardner to be at liberty.</p> <p>And thereupon said commissioners order that he be released on Friday, August 3d, current, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions:</p> <p>That he conform to the school regulations of the city of North Adams.</p> <p style="text-align: right;">ROBERT O. MORRIS, Clerk.</p>	<p style="text-align: center;">June Meeting, 1906.</p> <p>William H. Gardner released from Truant School on parole.</p>
<p style="text-align: center;">Commonwealth of Massachusetts.</p> <p>Hampden, ss:</p> <p>At a meeting of the County Commissioners of the county of Hampden, the full Board being present, holden at the Court House in Springfield in said county on the first Tuesday of August, that being the seventh day of said month, in the year of our Lord one thousand nine hundred and six, pursuant to the provisions of Article 21 of the Amendments to the Constitution of this Commonwealth a public hearing was held, upon the subject of the division of this county into representative districts as provided by law:</p> <p>And it is now ordered that the county of Hampden be divided into the following districts for the purpose of choosing members of the House of Representatives of this Commonwealth.</p> <p>District No. 1.</p> <p>The towns of Palmer, Monson, Brimfield, Wales and Holland, containing two thousand seven hundred and twenty-three (2723) legal voters shall form one district, to be called District No. 1, and shall be entitled to elect one representative.</p> <p>District No. 2.</p> <p>The towns of Ludlow, Wilbraham, Hampden, East Longmeadow, Longmeadow, Agawam, Southwick, Granville, Tolland, West Springfield, Blandford, Chester, Russell and Montgomery, containing five thousand three hundred and eighty-three (5383) legal voters shall form one district, to be called District No. 2, and shall be entitled to elect two representatives.</p> <p>District No. 3.</p> <p>The first ward of the city of Springfield, containing two thousand</p>	<p style="text-align: center;">Division of County into Representative Districts.</p>

nine hundred and ninety-eight (2998) legal voters shall form one district, to be called District No. 3, and shall be entitled to elect one representative.

District No. 4.

Wards two and three of the city of Springfield, containing three thousand six hundred and ninety-one (3691) legal voters shall form one district, to be called District No. 4, and shall be entitled to elect one representative.

District No. 5.

Wards four, five and six of the City of Springfield, containing five thousand five hundred and forty-nine (5549) legal voters shall form one district, to be called District No. 5, and shall be entitled to elect two representatives.

District No. 6.

Ward seven of the city of Springfield, containing two thousand five hundred and ninety-six (2596) legal voters shall form one district, to be called District No. 6, and shall be entitled to elect one representative.

District No. 7.

Ward eight of the city of Springfield, containing two thousand six hundred and forty-two (2642) legal voters shall form one district, to be called District No. 7, and shall be entitled to elect one representative.

District No. 8.

Wards one, two, three, four, five, six and seven of the city of Chicopee, containing three thousand four hundred and thirty-eight (3438) legal voters shall form one district, to be called District No. 8, and shall be entitled to elect one representative.

District No. 9.

Wards one, two and four of the city of Holyoke, containing three thousand five hundred and ninety-five (3595) legal voters shall form one district, to be called District No. 9, and shall be entitled to elect one representative.

District No. 10.

Wards three and six of the city of Holyoke, containing two thousand eight hundred and fifty-six (2856) legal voters shall form one district, to be called District No. 10, and shall be entitled to elect one representative.

District No. 11.

Wards five and seven of the city of Holyoke, containing two thousand five hundred and fifty-two (2552) legal voters shall form one district, to be called District No. 11, and shall be entitled to elect one representative.

District No. 12.

The town of Westfield, containing three thousand one hundred and sixty-nine (3169) legal voters shall form one district, to be called District No. 12, and shall be entitled to elect one representative.

June Meeting, 1906.

And it is further ordered that the places for the meeting of the clerks, whose duty it is made by Section 258 of Chapter 11 of the Revised Laws to determine the result of the election for representatives, are designated for each district subject to the provisions of said Section 258, as follows:

For District No. 1, the town clerk's office of Palmer.

For District No. 2, the town clerk's office of West Springfield.

J. H. Hendrick)
J. M. Sickman) County Commissioners
C. H. Nutting) of
Hampden County.

To the County Commissioners:-

This is to certify that at a legal meeting of the voters of the Town of Brimfield, called for that purpose and held on Saturday, July 21st, 1906, it was voted to accept the provisions of Sections 58 to 64, inclusive, of the Revised Statutes. The vote was as follows: the whole number of ballots cast were ten (10) Yes 10. No, none.

Attest:-

Miner H. Corbin,
Town Clerk.

R. L. c. 48 §§ 58 - 64 inclusive.

Return of vote of
acceptance of town
of Brimfield.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. August 16th, 1906.

Whereas, it has been made to appear to said Commissioners that James Doyle of Holyoke, in said county, was sentenced to the House of Correction in said county, for the term of one year and one month and to a fine of \$10. on the 25th day of July, 1905 by the Police Court of Holyoke, and whereas it further appears that a written permit to be at liberty was issued to the said James Doyle on the 6th day of August, 1906, by said Commissioners under provisions of section 113 of chapter 225 of Revised Laws, and it further appears that said James Doyle has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

Order revoking
permit to be at
liberty,
James Doyle.

Order revoking
permit to be at
liberty
Amelia Larson

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. August 20th, 1906.

Whereas, it has been made to appear to said Commissioners that Amelia Larson of Springfield, in said county, was sentenced to the House of Correction for the term of one year, on the 19th day of September, 1905 by the Superior Court of Springfield, and whereas it further appears that a written permit to be at liberty was issued to the said Amelia Larson on the 14th day of August, 1906, by said Commissioners under provisions of section 113 of chapter 225 of Revised Laws and it further appears that said Amelia Larson has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

County Treasurer
authorized to borrow
in anticipation of
County Tax.

The Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. August 25, 1906.

Voted:

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the county tax, a sum of money not exceeding twenty-five thousand dollars (\$25,000) and to make, execute and deliver a note or notes to that amount, payable November fifth, 1906, to the order of such Bank, Institution, Corporation or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four and one half per cent per annum.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

Copy of record of
final action of
town of Brimfield.
Relocation of
Palmer Road.

Commonwealth of Massachusetts.

County of Hampden, ss: Brimfield, August 30th, 1906

At a special meeting of the legal voters of the town of Brimfield, in said county, duly called and held on the 17th day of August, A.D. 1906, it was voted to accept and allow a relocation of the Palmer Road between the Death Hill Road and a point a little easterly of the house of William S. Spooner, as made by the selectmen, as follows:-

Book of plans, 3.
pages 121 - 125.

Beginning at a point on the easterly side of a road leading from Palmer to Wales known as the Death Hill Road, said point being thirty (30) feet northerly from a stone bound set to mark the southerly line of the highway to be described, thence south 75° 56' 30" east six hundred ninety and seventy-seven one hundredths (690.77) feet, (to this point the highway as relocated is to be sixty (60) feet wide, the side lines being parallel to and thirty (30) feet distant from the above de-

scribed center line or base line of location), thence by a curve deflecting to the right with a radius of seven hundred seventeen and thirty-six one hundredths (717.36) feet and a length of three hundred forty-two and sixty-four one hundredths (342.64) feet, (the width of the highway is to be gradually narrowed from sixty (60) feet at the beginning of the last described course to fifty (50) feet at the end thereof, the side lines being equally distant from the above described base line), thence in a line tangent to the last described curve south $48^{\circ} 31' 50''$ east twenty-two and ninety-three one hundredths (22.93) feet, thence by a curve deflecting to the right with a radius of eighteen hundred ninety-five and one tenth (1895.1) feet, and a length of one hundred fifty-seven and seventy-three one hundredths (157.73) feet, thence in a line tangent to the last described curve south $43^{\circ} 45' 40''$ east five hundred twenty-eight and forty-one one hundredths (528.41) feet, thence by a curve deflecting to the left with a radius of fourteen hundred forty-seven and seven tenths (1447.7) feet and a length of two hundred fifty-four and seventy-two one hundredths (254.72) feet, thence in a line tangent to the last described curve south $53^{\circ} 50' 40''$ east seven hundred fifty-two and twelve one hundredths (752.12) feet, thence by a curve deflecting to the right with a radius of fourteen hundred seventeen and seven tenths (1417.7) feet and a length of two hundred forty-four and ninety-one one hundredths (244.91) feet, thence in a line tangent to the last described curve south $43^{\circ} 56' 40''$ east eleven hundred fifty-seven and twenty-four one hundredths (1157.24) feet, (the highway as relocated is to be fifty (50) feet in width over the last seven courses, the side lines to be equally distant from the above described base line), thence by a curve deflecting to the left with a radius of eleven hundred sixty-one and three tenths (1161.3) feet and a length of seven hundred fifty-nine and eighty-one one hundredths (759.81) feet, thence in a line tangent to the last described curve south $81^{\circ} 26' 40''$ east ninety-eight and ninety-six one hundredths (98.96) feet, thence by a curve deflecting to the left with a radius of five hundred eighty-eight and seven tenths (588.7) feet and a length of five hundred eighty-eight and eighty-three one hundredths (588.83) feet, thence in a line tangent to the last described curve north $41^{\circ} 10' 20''$ east eleven hundred sixty-nine and fifty-two one hundredths (1169.52) feet to a point nearly opposite the dwelling house of W. S. Spooner, said point being twenty-five (25) feet northwesterly from a stone bound set to mark the southeasterly side line of the highway as relocated, (the highway as relocated is to be sixty (60) feet in width over the last five courses above described, the southeasterly side line being twenty-five (25) feet distant and the northwesterly sideline thirty-five (35) feet distant from said base line, each side line being parallel thereto.

I hereby certify that the foregoing is a true copy of the record of the final action of said town of Brimfield relative to the relocation of the highway known as the Palmer Road.

Miner H. Borbin,
Town Clerk.

Copy of record of
final action of
town of Brimfield.
Relocation of
Five Bridges road.

Book of plans, 4.
page 12.

Commonwealth of Massachusetts.

County of Hampden, ss:

Brimfield, August 30th, 1906.

At a special meeting of the legal voters of the town of Brimfield, in said county, duly called and held on the 17th day of August, A.D. 1906, it was voted to accept and allow a relocation of the Five Bridges Road beginning at a point therein about eleven hundred (1100) feet easterly from the most easterly of the five bridges and running thence easterly about one thousand (1000) feet, as made by the selectmen, as follows:-

Beginning at a stone bound on the southwesterly side of the Five Bridges Road at or near a corner of land of E. L. Needham and A. A. Hubbard, said bound being ten (10) feet northeasterly from the base line of location of the Fiskdale Extension of the Springfield & Eastern Street Railway Company, thence easterly by a curve deflecting to the left with a radius of fourteen hundred twenty-two and seven tenths (1422.7) feet and in a line parallel to said base line and ten (10) feet northerly therefrom about four hundred thirteen and six tenths (413.6) feet to a stone bound on the southerly side of said Five Bridges Road. The above is a description of the southerly-side line of the highway as relocated, the northerly side line being parallel thereto and fifty (50) feet distant therefrom.

I hereby certify that the foregoing is a true copy of the record of the final action of said town of Brimfield relative to the relocation of the highway known as the Five Bridges Road.

Miner H. Corbin,
Town Clerk.

Released from
Truant School on
parole.

Rudolph Hardina

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of September, A.D. 1906,

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Rudolph Hardina of West Springfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the Town of West Springfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Rudolph Hardina to be at liberty.

And thereupon said Commissioners order that he be released Sept. 6, 1906, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: That he conform to the school regulations of the town of West Springfield.

ROBERT O. MORRIS, Clerk.

<p style="text-align: center;">Commonwealth of Massachusetts.</p> <p>Hampden, ss:</p> <p>At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of September, A.D. 1906,</p> <p>Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Frank Hardina of West Springfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the Town of West Springfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Frank Hardina to be at liberty.</p> <p>And thereupon said commissioners order that he be released Sept. 6, 1906, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: That he conform to the school regulations of the town of West Springfield.</p> <p style="text-align: right;">Robert O. Morris, Clerk.</p>	<p style="text-align: center;">June Meeting, 1906</p> <p>Released from Truant School on parole.</p> <p style="text-align: center;">Frank Hardina</p>
<p style="text-align: center;">Commonwealth of Massachusetts.</p> <p>Hampden, ss:</p> <p>At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the first Wednesday of September, A.D. 1906.</p> <p>Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Louis Hesse of Pittsfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Pittsfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Louis Hesse to be at liberty.</p> <p>And thereupon said commissioners order that he be released Sept. 7, 1906, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: That he conform to the school regulations of the city of Pittsfield.</p> <p style="text-align: right;">Robert O. Morris, Clerk.</p>	<p>Released from Truant School on parole.</p> <p style="text-align: center;">Louis Hesse</p>
<p>Voted: That no deduction from the term of his imprisonment be allowed to L. O. Hoffman.</p>	<p>Vote regarding L. O. Hoffman.</p>

Vote regarding
Jail and House of
Correction.

Voted: That the rules of the jail and house of correction, as presented, be adopted.

Automobile Club of
America was given
permission to erect
sign posts.

September 8th, 1906.

The Automobile Club of America was given permission to erect sign posts on any highway in Hampden county.

Order revoking
parole.

Roland Moriarty

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. September 8th, 1906.

Whereas it appears to the satisfaction of said County Commissioners that Roland Moriarty of Holyoke, in said county, a child committed to the Hampden County Truant School, by the Police Court of the City of Holyoke, has violated the conditions of his parole issued to him by said Commissioners on the 7th day of February, 1906.

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Truant School.

(L. S.)

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

County Treasurer
authorized to
borrow on account
of Chicopee and
West Springfield
Bridge.

Commonwealth of Massachusetts.

No. 7.

Hampden, ss: County Commissioners' Meeting. September 21st, 1906.

Voted:

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the county and on account of the construction of a new bridge over the Connecticut River between Chicopee and West Springfield, under the provisions of chapter 398 of the Acts of 1904 the sum of seventy-five thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bridge, shall elect, and to pay interest or discount thereon at a rate not exceeding four and one half per cent per annum. This authority is given the County Treasurer in order that he may take up notes to the amount of seventy-five thousand dollars, already borrowed under the provisions of said chapter.

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

The sum of one thousand, four hundred and seven dollars and sixty-one cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

June Meeting, 1906.

Allowance for
damages done to
sheep.

Sundry accounts, being presented, are allowed, and the same amounting to the sum of forty-three thousand, four hundred and ninety-seven dollars and sixteen cents, are ordered to be paid from the county treasury.

Accounts

\$43,497.16

Hampden, ss: September 21st, 1906.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O Morris Clerk.

The Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the first Tuesday of October, being the second day of said month and on the third, fifth, twelfth, thirteenth, fifteenth and twenty-ninth days of said month, and by adjournment on the seventh, eighth, fourteenth, twenty-first and twenty-sixth days of November, and by adjournment on the fifth, seventh, fifteenth, seventeenth, twenty-first and twenty-fourth days of December, in the year of our Lord one thousand nine hundred and six.

Present,

Joel H. Hendrick, Esq.,)	County Commissioners.
Chairman	
James M. Sickman, Esq.)	
Charles H. Nutting, Esq.)	

Water Commission-
ers of City of
Holyoke, Petrs.
for approval of
plans and specifi-
cations of dam
west of Ashley
Pond.

6.

Book of plans 4,
page 1.

Holyoke, Mass., May 3, 1902.

To the Honorable the County Commissioners of the County of Hampden,
Springfield, Mass.

Gentlemen:-

We herewith file with your Honorable Board, for your consideration and approval, the plans and specifications for the proposed earthen dam, with masonry core, to be constructed as part of the High Service Reservoir by the City of Holyoke.

The location of said dam will be on the elevation directly west of Ashley Pond in the City of Holyoke.

The foundation of dam is now ready for your inspection.

Yours very truly,

John J. Sullivan)	Water Commissioners, City of Holyoke, Mass.
Joseph A. Skinner)	
Arthur M. French)	

SPECIFICATIONS.

I N F O R M A T I O N T O C O N T R A C T O R S .

CONSTRUCTION OF A MASONRY WALL AT HIGH SERVICE RESERVOIR, HOLYOKE, MASS.

Sealed bids and proposals addressed to the Board of Water Commissioners and indorsed "Proposals for the Construction of a Masonry Wall" will be received at the office of the Board of Water Commissioners, Room 7, City Hall, Holyoke, Mass., until 7.30 o'clock P.M., of Monday, the second day of June, 1902, and at that place and time will be publicly opened and read.

The bids must be made upon the form annexed hereto, or upon a similar one furnished by the Board of Water Commissioners, and in this form shall be set down in writing and in figures the prices for the work proposed according to the plans and specifications on file in the

office of the City Engineer, and to be signed by the bidder with his business address and place of residence. These proposals also shall be accompanied by a certified check of two hundred (\$200.) dollars, drawn upon a national bank or a deposit company established in the State of Massachusetts, and payable to the City of Holyoke. This certified check should not be enclosed in the sealed envelope containing the proposal but should be delivered to the registrar at the office of the Board of Water Commissioners, who will give a proper voucher for the same.

A bond to the amount of three thousand (\$3,000.) dollars shall have to be furnished by the contractor for the faithful performance of the contract, with a surety company satisfactory to the Board of Water Commissioners.

The person to whom this contract is awarded shall furnish the name of the surety company within four (4) days after being notified of the contract being awarded to him and shall sign the contract and furnish the bond within six (6) days after being notified that the contract is ready for signature. In case of failure or neglect to do so the certified check accompanying the proposal shall be forfeited to the City of Holyoke.

All bids will be compared upon the basis of the Engineer's estimates of quantities of work to be done, which are as follows:

Item 1. 2000 cubic yards of stone masonry.

Item 11. Fifty thousand (50,000) * brick masonry.

These quantities are approximate only, and the Board of Water Commissioners reserves the right to increase or decrease them as deemed necessary by the engineer, and to reject any or all bids, or to accept any should the Board deem it for the interests of the city so to do.

John J. Sullivan)
Joseph A. Skinner) Board of Water
Arthur M. French) Commissioners.

James L. Tighe, Engineer.

City of Holyoke, Mass .

WATER DEPARTMENT.

PROPOSAL FOR

The Construction of a Masonry Wall, etc., at High Service Reservoir..

The undersigned, as bidder, declares that he is the only person interested in this proposal; that he has thoroughly examined in person the proposed work and location of the masonry wall or work to be done, and carefully read the annexed form of contract and the plans herein referred to; and that he proposes and agrees to contract with the Board of Water Commissioners of the City of Holyoke to provide all the labor, machinery, tools, materials and apparatus necessary for doing all the work specified in the contract in the manner and time therein prescribed, and according to the requirements as herein set under. And

that he will take in full payment thereof the following sum, to wit:

Item 1. For cubic yards of rubble masonry laid as per plans and specifications, the sum of _____
() per cubic yard.

Item 11. For thousand of brick laid as per plans and specifications, the sum of _____
() per thousand,

and do furthermore declare that no other person herein mentioned has any interest in the contract proposed to be taken, and that the said proposals are made without any connection with any other person, firm, company or corporation interested or not interested in any proposal for the same work, and is in all respects without collusion or fraud. And does also agree that he will enter into said bond for the faithful performance of aforesaid contract as is required by the Board of Water Commissioners.

If this proposal shall be accepted by the Board of Water Commissioners and the undersigned shall fail to contract as aforesaid and to give a bond in the sum of three thousand (\$3,000.00) dollars, with surety or sureties satisfactory to the Board of Water Commissioners within six (6) days from the date of the mailing of a notice from the Board to him that the contract is ready for signature, then he shall be considered to have abandoned the contract, and the certified check for two hundred dollars (\$200.00) accompanying this proposal shall become the property of the City of Holyoke; otherwise the accompanying check shall be returned to the undersigned.

-----)
-----) Signature of Bidder with
-----) Residence and Business
-----) Address.
-----o-----

City of Holyoke, Mass.

B O A R D O F W A T E R C O M M I S S I O N E R S .

CONTRACT.

The City of Holyoke, Mass., by the Board of Water Commissioners constituted under Chapter 62 of the Acts of Massachusetts in the year 1872, and _____

herein designated as the contractor, agree as follows:

ARTICLE 1. The contractor shall do all the work and furnish all the material for the construction and completion of a masonry wall and valve well as part of the proposed high service reservoir, in the manner and under the conditions hereinafter specified.

ART. 2. The word "Board" as used in this contract shall be understood to mean the Board of Water Commissioners of Holyoke.

The word "Engineer" shall mean the person holding the position and acting in the capacity of Chief Engineer of the Board.

Whenever any power is possessed by or act or thing is to be done by the City of Holyoke under this contract, the exercise of such power or the doing of such act or thing by the Board shall be a sufficient

compliance with the terms of this contract.

ART. 3. All the work under this contract shall be done to the satisfaction of the Engineer, who shall in all cases determine the amount, quality and acceptability of the several kinds of work and materials which are to be paid for hereunder, and shall decide all questions which may arise as to the fulfillment of this contract on the part of the contractor, and his determination and decision thereon shall be final and conclusive; and such determination and decision in case any question should arise shall be a condition precedent to the right of the contractor to receive any money hereunder.

ART. 4. Sec. 1. The work to be done is the construction of a masonry wall and valve chamber, together with the setting in masonry of all the appurtenances connected with the latter, at the site of the high service reservoir, so-called, which is about 1000 feet west of Ashley Pond.

The work is to be constructed in accordance with the plans on file in the office of the City Engineer. Said plans are hereby made a part of these specifications, and any work done not shown on the plans shall not be paid for except the same was ordered in writing by the Engineer.

Sec. 2. The contractor is to furnish all labor and materials and do everything necessary to complete the work in accordance with the terms of this contract and with the requirements of the Engineer thereunder.

Sec. 3. All work during its progress and on its completion must conform with the lines and grades given by the Engineer, and must be executed in accordance with the directions given by him from time to time. No work shall be paid for unless it is within the lines and grades given by the Engineer, or unless the same was ordered in writing to be done by the Engineer.

R U B B L E M A S O N R Y.

Item 1.

Sec. 4. The whole of the work to be done except the lining of the valve chamber and the piers and walls therein, will be constructed of rubble masonry. The stone used in this work shall be quarried or field stone of good quality with clean faces, beds and joints, and free from seams or other defects. It shall be of suitable size and shape for the work in hand and shall be laid in Portland cement mortar hereinafter specified. All the stone shall be satisfactory to the Engineer who shall be the sole judge of its quality and fitness for the work.

Sec. 5. The chief use for which the wall is being constructed is to cut off any leakage through the embankment of which it forms the core; hence the wall should be impermeable to water, and for this reason must be, literally speaking, a monolith from top to bottom and from end to end.

Sec. 6. In order that the masonry when executed will be monolithic in character, mortar will be most liberally used and each stone whether large or small, even including spawls, shall be thoroughly imbedded in the mortar.

Sec. 7. Stone of any size whatever after being set or imbedded in place in the wall shall be raised if so ordered by the Engineer, so that he may examine the bed joint and see if it is thoroughly filled with mortar.

Sec. 8. No stone shall be allowed to cross from front to back of wall and headers which shall be of sufficient size to secure a strong bond, and placed every 5 feet, must not extend into the wall at any point more than two-thirds the width of the wall at that point.

Sec. 9. Each stone shall have a depth of bed at least one and a half times its rise, and in no case shall any face stone either in front or back of the wall laid below elevation, as shown on plans, have a bed less than two square feet, except the spawls necessary to fill up the interstices. Both back and front of wall shall be laid true to line and any deviation therefrom shall not be allowed.

Sec. 10. The joints in the front and back of wall shall be raked and thoroughly pointed with Portland cement mortar as hereinafter specified.

Sec. 11. The foundations for the rubble masonry is solid rock and will be prepared by the Board. The rock shall be thoroughly cleaned and washed with water by the contractor before the footing course is laid. In the laying of the footing course, a bed of mortar consisting of two volumes of sand and one volume of Portland cement mortar will be spread upon the solid rock in such thickness as will be amply sufficient to make a thorough bond between the solid rock foundation and the footing course.

Sec. 12. On account of the rock foundation not being level transversally, mortar of the same consistency, that is 2 vol. of sand and one vol. of Portland cement, will be used in leveling the foundation transversally unless the doing of the same requires a height of masonry greater than two feet. In the latter case such mortar will only be used to a height of two feet.

Sec. 13. All the mortar used except otherwise specified, will consist of one volume of Portland cement and two and a half volumes of sand.

Sec. 14. Mortar consisting of two volumes of sand and one of Portland cement shall be used in the construction of the valve chamber to the level of the bottom of the chamber.

Sec. 15. The laying and caulking of the pipes and valves shall be done by the Board, but all masonry under, around and above the pipes, as shown on plans or ordered by the Engineer, shall be done by the contractor, for which he shall be paid the price stipulated in his proposal under Item 1.

Sec. 16. The laying of the masonry under, around and above the pipes shall be thoroughly done and the utmost care shall be exercised so that no leakage will occur between the pipes and the masonry. Grouting consisting of 1 volume of Portland cement and 1 volume of sand will be used around the pipes and valves, and in all places ordered by the Engineer.

Sec. 17. The valve chamber shall be lined with brick and the piers and walls therein shall be constructed of brick, as shown on plans. The bond between the brick and stone work must be thoroughly made and to the satisfaction of the Engineer.

Sec. 18. The bricks used shall be the best quality of hard burned bricks, burnt hard entirely through, and regular and uniform in shape and size. They shall be of compact texture, and bricks which after being thoroughly dried and immersed in water for 24 hours absorb more than 16 per cent in volume of water, will be rejected. They will be thoroughly culled and all bricks of an improper quality will be laid aside and removed at the contractor's expense.

Sec. 19. The bricks are to be thoroughly wet before laying, each brick shall be completely embedded in mortar under its bottom, on its sides and on its ends at one operation, care being taken to fill every joint. The work must be well and thoroughly bonded. The brick work shall be scraped off within one day after being laid. The joints in the piers shall be neatly pointed and the lining of the chamber shall be plastered with a coat of Portland cement mortar not less at any point than one quarter of an inch in thickness. The bottom of the chamber shall also be plastered with a coat of Portland cement mortar not less than 1 inch in thickness. The plastering shall all be true and brought to plane surfaces. All the mortar used for pointing and plastering all masonry, whether stone or brick, shall be composed of one volume of sand and one volume of Portland cement.

C E M E N T.

Sec. 20. All the cement used on the work shall be Portland cement and shall be made by manufacturers of established reputation. The brand used shall be first approved by the Engineer. It will be subjected to inspection and vigorous tests and if found of improper quality by the Engineer, who shall be sole judge of its quality, the contractor will remove it at once, at his own expense from the works.

S A N D.

Sec. 21. The sand used to make the mortar shall be clean and sharp, sufficiently coarse, and free from all loam and pebbles.

M O R T A R.

Sec. 22. The proportions of cement and sand for making the mortar shall not be made by guess work or left to the intelligence of the mixer, but shall be made by actual measurement, and the contractor shall provide a measuring unit with which the measurements can be made. In measuring the cement it shall be packed as received from the manufacturer; in measuring the sand it shall not be packed more closely than by throwing it into the measuring unit. The sand and cement after being measured shall be evenly spread and thoroughly mixed dry by repeated turnings, a moderate quantity of water to provide a paste of the proper consistency will then be added and the whole mass thoroughly mixed by hoes.

Sec. 23. No mortar shall be mixed in advance of its immediate

use, and none shall be used which has been mixed for a period longer than that allowed by the Engineer. All condemned mortar shall be removed from the mortar boxes and wasted.

The foundation of the earth embankment, of which the masonry forms a core, shall be cleaned of all roots, stumps, sods, loose stones, decomposed rock, and all perishable matter.

The embankment will be constructed by the Board and the material used therein will be selected subject to the approval of the Engineer. It will be taken as far as practicable from the reservoir site and the better quality of it will be deposited in the up-stream portion of the embankment. No stones larger than 2" in diameter in any direction will be used in the up-stream side of the embankment, and none larger than 4" in any direction in the down-stream half. The material shall be deposited in place in horizontal layers of courses not greater than 4" in thickness, each layer commencing at the nearest point to that from which the material is taken, so as to insure its being well traveled over with a view to its proper incorporation and consolidation. The layers shall be sprinkled with water where necessary and places that cannot be otherwise reached shall be thoroughly tamped with heavy rammers, and no layer shall be commenced until the one previously laid is finished.

The best quality of selected gravel shall be deposited for a distance of 4 feet on either side of the masonry core. This ground shall be puddled in place and shall in its construction be kept always a foot lower than the embankment.

Paving or rip-rapping will be laid to protect the up-stream slope of the embankment. It shall consist of field stones of suitable sizes and dimensions for such work, and shall be laid carefully by hand.

The embankment when finished, as plans show, will be 20 feet in width on top with slopes of 2 to 1 on both sides. Its top will extend 5 feet above high water mark.

The overflow of the reservoir will be over rock ledge at the south end of the embankment, and will be of ample capacity to keep the reservoir from raising more than two feet above its crest or within 3 feet of the top of the embankment in the most severe storms that would equal anything on record in this part of the Country.

Art. 5. The work shall be commenced within 8 days after the signing of this contract, and shall be diligently prosecuted until the masonry wall and valve chamber are constructed to grade, as shown on plans. At this grade the masonry work will cease for the present year and will not be resumed again until the first day of May, 1903, from which date it shall be diligently prosecuted to completion in such order as will be prescribed by the Engineer. The rate of progress shall be such that on or before the fifteenth day of October, 1903, the whole work shall be completed according to the terms of this contract.

Art. 6. The Engineer shall before the fifteenth of each month

make an estimate in writing of the total amount of the work done in the previous month and the value of such estimate. The City of Holyoke shall retain 15 per cent of such estimated value as part security for the fulfillment of this contract by the contractor, and shall on the fifteenth day of each month pay to the contractor while carrying on the work, the balance not retained as aforesaid after deducting therefrom all previous payments and all sums to be kept or retained under the provisions of this contract. No such estimate or payment shall be required to be made when in the judgment of the Engineer the total value of the work done since the last estimate amounts to less than 150 dollars. Payment may at any time be withheld if the work is not proceeding in accordance with the contract.

The Engineer shall as soon as practicable after the completion of the contract make a final estimate of the amount of work done under the contract, and the value thereof, and the City shall within 20 days after such final estimate is so made and approved by the Board, pay the entire sum so found to be due the contractor under the contract after deducting therefrom all previous payments, and all amounts to be kept and all amounts to be retained under the provisions of this contract. All prior partial estimates and payments shall be subject to correction in the final estimate and payment.

ORDERS GIVEN BY THE ENGINEER.

Art. 7. Whenever the contractor is not present on the work where it may be desired to give directions, orders may be given by the Engineer and the same shall be received and obeyed by the superintendent or foreman in charge of the work. If any of the work while during its progress and before its final acceptance might become damaged from any cause, such damaged work shall be removed and replaced by good and satisfactory work.

COMPETENT WORKMEN.

Art. 8. The contractor shall only employ competent workmen to do the work, and, whenever the Engineer shall notify the contractor in writing, or his foreman or his superintendents that any man on the work is, in his opinion, incompetent, unfaithful or disorderly, such man shall be discharged from the work at once and shall not again be employed thereon.

CLAIM FOR DAMAGES.

Art. 9. The contractor shall have no claim for damages on account of any delays caused by the Board, but in case of such delays the contractor shall be entitled to so much additional time wherein to perform and complete the contract, or his part, as the Engineer shall certify to be just.

LAWS AND ORDINANCES OF THE CITY OF HOLYOKE.

Art. 10. The contractor, in all operations connected with the work herein specified, shall comply with all laws and ordinances of the City of Holyoke which may affect in any way the labor employed, the conduct of those engaged upon the work, or the methods of doing the work,

or the materials used in connection with the work.

FAITHFUL PROSECUTION OF THE WORK.

Art. 11. The contractor shall give his personal attention constantly to the faithful prosecution of the work, shall keep the same under his personal control and shall not sub-let the work or any part thereof without the previous consent of the Board; he shall not, either legally or equitably assign any of the money payable under this agreement or his claim thereto, unless by and with like consent of the Board.

No person or corporation other than the signer of this contract as contractor now has any interest hereunder, and no claim shall be made or be valid excepting under this article, and herein provided, by any person whomsoever.

LINES AND GRADES.

Art. 12. All lines and grades will be given by the Engineer but the contractor shall provide such materials and give such assistance as may be required by the Engineer.

PLANS AND SPECIFICATIONS.

Art. 13. The plans and specifications are intended to be explanatory of each other, but should any discrepancy appear or misunderstanding arise as to the import of anything contained in either, the explanation of the Engineer shall be final and binding on the contractor. Any correction of errors or omission in plans and specifications may be made by the Engineer where such correction is necessary for the proper fulfillment of their intention as construed by him.

Art. 14. The contractor shall permit the Engineer and his assistants and persons designated by him to enter upon the work at all times and places to give lines and grades and to measure and inspect the work and materials, and shall provide safe and proper facilities therefor.

Art. 15. If the work or any part thereof shall be found defective at any time before the final acceptance of the work the contractor shall forthwith make good such defect in a manner satisfactory to the Engineer and if any material brought upon the ground for use in the work or selected for the same shall be condemned by the Engineer as unsuitable or not in conformity with the specifications, the contractor shall remove forthwith such materials from the vicinity of the work. The inspection of the work shall not relieve the contractor of any of his obligations to furnish said work as herein described, and defective work shall be made good and unsuitable materials may be rejected notwithstanding that they may have been previously overlooked by the Engineer.

ALTERATIONS.

Art. 16. The Engineer may make alterations in the lines and grades, either before or after the commencement of the construction of the work; if such alterations diminish the quantity of work to be done they shall not warrant claim for damages or anticipated profits on the work that may be dispensed with; if they increase the amount of work, such increase shall be paid for according to the quantity actually done and at the

price stipulated for work under this contract.

LIABILITY OF CONTRACTOR.

Art. 17. The contractor shall take all responsibility of the work and take all precautions for preventing injuries to persons and property in or about the work; shall bear all loss resulting to him on account of the amount or character of the work, or on account of the weather, elements or other cause; and assume the defence of, and indemnify and save harmless the City of Holyoke, its officers and agents from all claims relating to labor or materials furnished for the work or for injuries to any person or corporation received or sustained by or from the contractor or his employees in doing the work, or in consequence of any improper materials, implements or labor used herein; or for any act, omission or neglect of the contractor or his employees therein.

CONDITIONS UNDER WHICH THE BOARD

MAY COMPLETE THE WORK.

Art. 18. If the work to be done under this contract should be abandoned or if this contract shall be sub-let or assigned by the contractor otherwise than herein specified, or if at any time the Engineer shall be of the opinion and shall so certify in writing to the Board that the conditions herein specified are not fulfilled, or that the work or any part thereof is unnecessarily or unreasonably delayed or that the contractor is violating any of the provisions of this contract, the Engineer may notify the contractor to discontinue all work and thereupon the contractor shall discontinue said work, and the Board may thereupon by contract or otherwise, as it may determine, complete the work and charge the expense thereof to the contractor, and may use therein such materials, implements, machinery and tools of every description as may be found upon the work. The expense so charged shall be deducted and paid by the Board out of any moneys then due or to become due the contractor under this contract; and in case such expense is less than the sum which would have been payable under this contract if the same had been completed by the contractor, the contractor shall be entitled to receive the difference; and in case such expense shall exceed the latter sum the contractor shall pay the amount of such excess to the City of Holyoke.

Art. 19. The contractor shall pay or make good to the City of Holyoke all expenses, losses and damages as determined by the Engineer incurred in consequence of any defect, omission, or mistake of the contractor or his employees.

MONEY MAY BE RETAINED.

Art. 20. The City of Holyoke may keep any moneys which may otherwise be payable hereunder and apply the same to the payment of any expenses, losses or damage incurred by it and determined as aforesaid, and may retain until all such claims are settled so much of such moneys as the Board shall be of the opinion shall be required to settle all claims against the City of Holyoke, its officers or agents, and all claims for

labor or materials for the work, notice of which signed and sworn to by the claimants, shall have been filed in the office of the Board, or may make such settlements and apply such moneys thereto when such claims have been approved.

PRICES FOR THE WORK.

Art. 21. The City of Holyoke shall pay as full compensation for everything furnished and done by the contractor under this contract, and also for all loss and damages arising out of the work aforesaid, or from the action of the elements, or for any unseen obstruction or difficulty encountered in the prosecution of the work and for all expenses incurred by or in consequence of the suspension or discontinuance of the work as herein specified, and for well and faithfully completing the work and whole thereof as herein provided, as follows:

Item 1. For cubic yards, more or less, of rubble masonry laid according to plans and specifications, the sum of ----- () per cubic yard.

Item 2. For thousand of brick, more or less, laid according to plans and specifications, the sum of ----- () per thousand.

Art. 22. Neither the City of Holyoke nor any member of the Board of Water Commissioners shall be liable for or be held to pay any money to the contractor except as herein provided in this contract; and in making payment aforesaid they shall be released from all claim or liability to the contractor for any thing done or furnished for, or relating to the work, or for any act or neglect of the Board or any person relating to or affecting the work.

Art. 23. This contract shall not become operative or have any binding force until the said contractor shall cause to be executed and delivered to the said City of Holyoke, a surety bond in the sum of three thousand dollars (\$3,000.), conditioned to faithfully and truly perform and carry out the provisions of the contract required of the contractor to perform and carry out.

In case of the failure of the contractor to perform and carry out any of the provisions as required, the amount of the said bond shall become due and payable to the City of Holyoke as liquidated damages.

IN WITNESS WHEREOF, the parties hereunto set their hands the -----day of -----in the year nineteen hundred and two.

Board of Water Commissioners.

Contractor.

The foregoing petition was entered on the seventh day of May, in the year of our Lord one thousand nine hundred and two, when the said petitioners filed their said plans and specifications of their proposed

work, and now said plans and specifications are approved.
Springfield, Mass., June 4th, 1902.

W. H. Brainerd)
J. H. Hendrick) County
J. M. Sickman) Commissioners.

The foregoing petition was entered on the seventh day of May, in the year of our Lord one thousand nine hundred and two, when the said petitioners filed their said plans and specifications of their proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass., December 5, 1906.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

Westfield, Mass., May 5, 1903.

To the Honorable Board of County Commissioners, Hampden Co.

Gentlemen:-

I respectfully ask and wish you would grant me the privilege of raising the Dam of the old "Distillery Property", 4 feet and herewith submit a sketch showing how I propose to have it done. Sincerely hoping you will give this matter your early and favorable attention, I am pending your pleasure,

Very truly yours,

John C. Buschmann.

Hampden, ss: May 14, 1903.

The Plans and Specifications above referred to are this day approved.

J. H. Hendrick)
J. M. Sickman) County
W. H. Brainerd) Commissioners.

The foregoing petition was entered on the third day of June, in the year of our Lord one thousand nine hundred and three, when the said petitioner filed his said plans and specifications of his proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass., December 5, 1906.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

John C. Buschmann,
Petr. for approval
of plans and speci-
fications of Powder
Mill Brook dam,
Westfield.

7.

Book of plans 3,
page 126.

J. L. Hubbard et
als. Petrs. for
location of Shoe-
maker Lane, Agawam

14.

Book of plans 3
pages 95 to 105

To the County Commissioners of Hampden County, Massachusetts.

Respectfully represent, the undersigned citizens of Agawam in said county, that the highway in said Agawam leading from Main Street, near the house of A. E. Worthington, to Westfield Street, near the house of W. W. Houghton, and known as "Shoemaker Lane" is narrow, crooked and the boundary lines thereof unknown. We therefore, pray you to view said highway, locate and mark the lines thereof, and make such order thereon as may be required.

Agawam, April 2, 1906.

J. L. Hubbard and others, Petitioners

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred and five, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss:

County Commissioners' Meeting, October 2, 1906.

On the Petition of J. L. Hubbard and others, praying for a highway to be located in the town of Agawam.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of May A. D. 1906, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners locate said highway in the manner following: Beginning at a stone bound on the westerly side of Main street, Agawam at a point 360 feet southerly from an angle in the road near Albert E. Worthington's house and thence running N. 83° 53' W. 368.19 feet to a stone bound in the land of Ellen M. Woodsom and nearly opposite the tenement house of Frank J. Pomeroy, thence running N. 80° 06' W. 241.27 feet to a stone bound in front of Frank J. Pomeroy's House, thence N. 75° 03' W. 1135.02 feet to a stone bound in the land of Frank J. Pomeroy near said Pomeroy's westerly line, thence N. 67° 32' W. 558.56 feet to a stone bound in the land of J. B. Shields nearly opposite the easterly line of Mrs. L. N. Benjamin's land, thence N. 63° 43' W. 816.27 feet to a stone bound nearly opposite the westerly line of the land of Mary E. Tucker, thence N. 81° 18' W. 2366.22 feet to a stone bound near the easterly line of Suffield street, thence N. 86° 38' W. 435.87 feet to a stone bound in the land of the heirs of J. L. Burt, nearly opposite the drive-way of John L. Hubbard, thence N. 77° 50' W. 1973.80 feet to a stone bound in the land of John L. Hubbard, thence N. 74° 49' W. 1235.80 feet to a stone bound in the land of Dwight E. Bailey, nearly opposite the house of Louis Radding, thence by a curve to the right of a radius of 228.75 feet an arc of 257.68 feet to a stone bound in front of Louis Radding's barn, thence N. 10° 16' W. 1077.85 feet to a stone bound in the land of Stephen Russell, thence N. 33° 28' W.

853.13 feet to a stone bound near the northwesterly corner of Wyllys Russell's spring house, thence by a curve to the left of a radius of 692.03 feet an arc of 286.42 feet to a stone bound nearly opposite the easterly line of Silver street, thence N. 57° 12' W. 240.79 feet to a stone bound, thence by a curve to the right of a radius of 598.43 feet an arc of 239.47 feet to a stone bound, thence N. 34° 15' W. 632.63 feet to a stone bound in the land of Stephen Russell, about 40 feet west of the brook between land of Edward L. Johnson and James Kane, thence N. 25° 19' W. 481.80 feet to a stone bound near Stephen Russell's barn, thence N. 43° 42' W. 380.50 feet to a stone bound near the brook, said brook being the line between Stephen Russell and Edmond L. Johnson.

The above described line is the southerly line of the highway, said highway being laid 49.5 feet wide.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May, 1907, next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners have heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, but have allowed no damages.

And it is ordered by said Commissioners that the inhabitants of said town of Agawam shall, on or before the first day of July 1907, complete and finish the same, so that 14 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane, Bridges shall be constructed of stone, iron or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

J. H. Hendrick)	County Commissioners.
J. M. Sickman)	
C. H. Nutting)	

Hampden, ss. County Commissioners' Meeting. October 2, A.D. 1906

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

Palmer Water Company
Petr. for approval
of plans and speci-
fications of Dam at
reservoir at Palmer.

18.

Book of plans 3,
page 108.

Palmer, Mass., Aug. 10, 1906.

To the Hon. County Commissioners of the County of Hampden.

The undersigned Palmer Water Company, a corporation duly established by law, and having its place of business in Palmer, Mass., hereby notifies your Honorable Board that they are desirous of enlarging and strengthening the dam of their storage reservoir in said Palmer in compliance with plans and specifications this day filed with your Honorable Board.

And your petitioners request your Hon. Board will approve said plans and take such other action as to you may seem proper.

Palmer Water Company.

By J. H. Gamwell, Treas.

P A L M E R W A T E R C O M P A N Y.

SPECIFICATIONS for IMPROVEMENT of RESERVOIR DAM.

W. H. Brainerd, Eng'r.

A description of work to be performed on the storage reservoir dam of the Palmer Water Company.

The purpose of said Company is to raise the level of the water in its storage reservoir about four feet, which will increase its storage capacity from about 6 1/2 million gallons to about 13 million gallons.

The present dam was constructed many years ago for a mill dam and used for that purpose until 1885 when it was purchased by the Palmer Water Company.

The dam was strengthened in 1891 and the water raised three feet from its former level.

The present condition of the dam is good, it being free from leakage and of ample strength to maintain the water at its present level.

The drainage area tributary to this reservoir is about 1/2 square mile.

The proposed work will be performed entirely by the day, and under the direct supervision of the Engineer.

S P E C I F I C A T I O N S.

STRIPPING and EXCAVATIONS.

On all surfaces to be covered by new work, any material containing vegetable matter shall be removed and the excavation shall be extended until hard, impervious earth is reached.

The surface of this material shall be broken so as to form a perfect bond with the new work.

PUDDLE WALL.

There shall be a puddle wall constructed through the entire length of the dam of the dimensions shown on the plan. The puddle shall consist of clay, hard-pan and gravel, of the best selected material that can reasonably be obtained. The material to be carefully spread with shovels into the trench where the water shall be maintained at all times at least twelve inches in depth.

EMBANKMENT.

The embankment shall consist of gravel and loam to be placed in

6-inch layers and to be thoroughly wet down, and to be passed over by teams until it forms a compact, homogeneous mass. The surface of the embankment to be covered with twelve inches of screened gravel upon which the slope paving is to be placed.

SLOPE PAVING.

The surface of the dam to a point eighteen inches above the flow line shall be covered with slope paving at least 12 inches thick, to consist of field stone set on edge to form a true, even surface. From a point four feet below the flow line to the top of the paving the stone shall be selected with special care and all interstices carefully filled.

SPILLWAY.

The spillway shall be constructed of concrete of the dimensions shown on plan. In excavation for spillway, care shall be taken to remove all loam or clay to a point below the frost line. The trench to be back-filled up to the bottom of the masonry with gravel.

Cross walls shall be constructed under the spillway as shown on plan.

CONCRETE.

All concrete shall consist of one part best Portland cement, three parts clean, sharp sand, and five parts of broken stone or screened gravel.

The outer surface of the dam shall be loamed and seeded and all the work completed in a neat and workmanlike manner.

The foregoing petition was entered on the eleventh day of August, in the year of our Lord one thousand nine hundred and six, when the said petitioner filed its said plans and specifications of its proposed work, which were duly approved, and the Commissioners having inspected the work during its progress and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass., December 5, 1906.

J. H. Hendrick)	County Commissioners.
J. M. Sickman)	
C. H. Nutting)	

Commonwealth of Massachusetts.

To the Honorable, the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, the mayor and board of aldermen of the city of Holyoke, in said County, that at a meeting of said board of aldermen duly held on the seventh day of November, 1906 an order was duly adopted by said board and duly approved by said mayor, a certified copy of said order as entered upon the records of said board being hereto annexed.

WHEREFORE, and in compliance with the said order, the said mayor

Mayor and Board of
Aldermen of the City
of Holyoke, Petrs.
for location of
Jackson street under
neath tracks of the
Holyoke and West-
field Railroad Co.

and board of aldermen respectfully petition said county commissioners that public necessity and convenience require that a public way be laid out as a continuation westerly of Jackson Street, in said Holyoke, across the location of the tracks of the Holyoke and Westfield Railroad Company and extending underneath the said tracks from the easterly side of the location thereof to the westerly line of said location, the admeasurements and boundaries of the said public way to conform to those of Jackson Street as set forth in a plan prepared by the city engineer and hereto annexed; and also that the said county commissioners will authorize the said petitioners to lay out a public way as aforesaid across said railroad in accordance with the admeasurements, boundaries and grades set forth in said annexed plan prepared by the city engineer in such manner as not to injure or obstruct the said railroad, and in conformity with all laws relating thereto.

N. P. Avery, Mayor and others, Petitioners.

The foregoing petition was entered at this meeting, and now the Commissioners appoint a place and time for a hearing, and direct notice of the same to be given, and now it is ordered that said petition be dismissed for informality and without prejudice to any of the parties in interest.

Released from
Truant School on
parole
Joseph Nicholas

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the third day of October, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Joseph Nicholas of West Springfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the Town of West Springfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Joseph Nicholas to be at liberty.

And thereupon said commissioners order that he be released, October 4, 1906 under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions:

That he conform to the school regulations of the town of West Springfield.

Robert O. Morris, Clerk.

October Meeting 1906

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the third day of October, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Charles Dutton of North Adams from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of North Adams, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Charles Dutton to be at liberty.

And thereupon said commissioners order that he be released October 8, 1906 under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions:

That he conform to the school regulations of the city of North Adams.

Robert O. Morris, Clerk.

Released from Truant
School on parole
Charles Dutton

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the third day of October, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Omer LaBlance of North Adams from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of North Adams, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Omer LaBlance to be at liberty.

And thereupon said commissioners order that he be released October 23, 1906 under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions:

That he conform to the school regulations of the city of North Adams.

Robert O. Morris, Clerk.

Released from Truant
School on parole
Omer LaBlance

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, November 7th, 1906.

To M. Wells Bridge, County Treasurer:-

You are hereby authorized and directed to pay to the treasurer of Hampshire county for the Mount Tom State Reservation Fund the sum of

County Treasurer
authorized to pay
Treasurer of Hamp-
shire County.

three thousand, two hundred and seventy-two dollars and seventy cents
(\$3,272.70)

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

Released from
Truant School on
parole

Frank Martelle

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the 7th day of November, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Frank Martelle of Springfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Springfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Frank Martelle to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following condition; that he conform to the school regulations of the city of Springfield.

Robert O. Morris, Clerk.

Released from
Truant School on
parole

Edgar Ratelle

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the 7th day of November, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Edgar Ratelle of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Holyoke, after due notice and hearing it is considered^{and} adjudged by said commissioners that it will be for the best interest of the said Edgar Ratelle to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the Acts of 1904, Chapter 220, Section 4 upon the following condition; that he conform to the school regulations of the city of Holyoke.

Robert O. Morris, Clerk.

October Meeting 1906

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. November 14th, 1906.

In the matter of the petition of Albert Blodgett and others for relocation, alteration or specific repairs on a highway in Granville and Blandford.

It having been made to appear to the said County Commissioners that said highway has been constructed in a workmanlike manner and to the acceptance of said Commissioners,

It is ordered, that the sum of one hundred and fifty dollars (\$150.) be paid from the County Treasury to the said town of Granville.

J. H. Hendrick) County
J. M. Sickman) Commissioners.

County Treasurer
authorized to pay
Town of Granville,
\$150.

December 5, 1906.

The copies of the records of votes for Register of Deeds for the county of Hampden, being examined and counted, it appears that James R. Wells, of Springfield, has eighteen thousand one hundred and thirty-eight votes, Howard R. Hamilton, of Westfield has two thousand four hundred and thirteen votes, and Nelson Hosley, of Springfield, has one vote. The said James R. Wells of Springfield, having the highest number of votes is declared to be elected.

James R. Wells
elected
Register of Deeds.

The copies of the records of votes for County Treasurer, having been examined and counted on the same day, it appears that Fred A. Bearse, of Springfield has eleven thousand three hundred and fifty votes, Samuel C. Roberts, of Springfield, onethousand three hundred and eighty-two votes, and Nelson Sherburne, of West Springfield, ten thousand one hundred and twenty-eight votes. The said Fred A. Bearse of Springfield, has the highest number of votes and is declared to be elected.

Fred A. Bearse
elected
County Treasurer.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. December 5th, 1906.

Voted that M. Wells Bridge, County Treasurer, be authorized and directed to pay the Treasurer of the Commonwealth of Massachusetts on State Highway account interest to December 10, 1906, on the assessment of seventeen thousand seven hundred and seven dollars and sixteen cents (\$17,707.16) for the years 1904 and 1905, being five hundred and thirty-onedollars and twenty-two cents (\$531.22); the annual payment of one thousand seven hundred and seventy dollars and seventy-three cents

Order to pay State
Treasurer on State
Highway account.

(\\$1770.73) due December 10, 1906, on the assessment for the year 1904 and the annual payment of one thousand four hundred and seventy-five dollars and fifty-eight cents, due December 10, 1906 on the assessment for the year 1905, amounting in all to the sum of three thousand seven hundred and seventy-seven dollars and fifty-three cents (\\$3777.53).

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

Released from
Truant School on
parole
James Flanagan

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the fifth day of December, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of James Flanagan of Springfield from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the City of Springfield, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said James Flanagan to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions:

That he conform to the school regulations of the city of Springfield.

Chas. M. Calhoun, Ass't. Clerk.

Order revoking
permit to be at
liberty.

Frederick W. Crowther

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. December 5th, 1906.

Whereas, it has been made to appear to said Commissioners that Frederick W. Crowther of Chicopee, in said County, was sentenced to the House of Correction in said county, on the 31st day of October, 1906, by the Police Court of Chicopee, and whereas it further appears that a written permit to be at liberty was issued to the said Frederick W. Crowther on the 8th day of November, 1906 by said Commissioners under provisions of section 113 of Chapter 225 of Revised Laws and it further appears that said Frederick W. Crowther has been convicted of a crime punishable by imprisonment, it is now ordered by said Commissioners that the said permit be revoked.

J. H. Hendrick)
J. M. Sickman) County
C. H. Nutting) Commissioners.

October Meeting 1906

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. December 17th, 1906.
To M. Wells Bridge, Treasurer of Hampden County.

You are hereby authorized to transfer from the general fund in your hands as Treasurer, to the fund for the Hall of Records, the sum of ten thousand dollars (\$10,000.00).

J. H. Hendrick }
J. M. Sickman } County
C. H. Nutting } Commissioners.

Order to transfer.

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, begun and holden at Springfield, within and for said County, on the 24th day of December, A.D. 1906.

Voted: A request having been made to the County Commissioners of the County of Hampden by John Griffin, father, for the release of Edward Griffin of Holyoke from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Holyoke, after due notice and hearing it is considered and adjudged by said commissioners that it will be for the best interest of the said Edward Griffin to be at liberty.

And thereupon said commissioners order that he be released forthwith, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following conditions: that he conform to the school regulations of the city of Holyoke and that he be steadily employed in some useful occupation.

Chas. M. Calhoun, Ass't.

Released from
Truant School on
parole.

Edward Griffin

The sum of eight hundred and fifteen dollars and fifty-seven cents is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done to
sheep.

Sundry accounts, being presented, are allowed, and the same amounting to the sum of sixty-nine thousand, nine hundred and eighty dollars and seventy-seven cents are ordered to be paid from the county treasury.

Accounts.
\$69,980.77

Hampden, ss: December 24th, 1906.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris Clerk.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said county of Hampden on the fourth Tuesday of December, being the twenty-sixth day of said month, and by adjournment on the thirty-first day of said month, in the year of our Lord one thousand nine hundred and six, and by adjournment on the first day of January, in the year of our Lord one thousand nine hundred and seven,

Present,

Joel H. Hendrick, Esq., Chairman)	County Commissioners.
James M. Sickman, "	
Charles H. Nutting, "	

And by adjournment on the second, third, fifth, twelfth, fourteenth, seventeenth, nineteenth and twenty-eighth days of said January, and by adjournment on the second, sixth, eighth, thirteenth, sixteenth, twentieth, twenty-third and twenty-fifth days of February, and by adjournment on the second, sixth, ninth, fourteenth, twenty-third, twenty-seventh and twenty-ninth days of said March, and by adjournment on the third and sixth days of April, in the year of our Lord one thousand nine hundred and seven.

Present,

James M. Sickman, Esq., Chairman)	County Commissioners.
Charles H. Nutting, "	
Charles C. Spellman, "	

Charles C. Spellman, of Springfield, having been declared by the Board of Examiners elected County Commissioner for the term of three years, and having been duly sworn, appears on said second day of January, and the Board, consisting of James M. Sickman, Charles H. Nutting and Charles C. Spellman, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which James M. Sickman, Esq. has two, and is chosen chairman of the Board for the year ensuing.

To the Honorable the County Commissioners of the County of Hampden, and Commonwealth of Massachusetts:

Respectfully represents your petitioner the Otis Company a corporation duly established by law and having a usual place of business at Three Rivers, in Palmer, in said county, that the City of Springfield, a municipal corporation duly established by law in said county, acting by its board of water commissioners, by virtue and in execution of the power and authority in it vested by the Legislature of said Commonwealth by chapter 303, of the acts of 1890, hastaken and holds the wa-

The Otis Company
(Petr. for Esti-
mation of Damages)

vs.

City of Springfield

1.

ter of Jabish brook in Belchertown, in the county of Hampshire, and the waters which flow into and from the same within the limits of said town of Belchertown and the water rights connected with said water sources, and has withdrawn and diverted said water, all within three years next prior to the date of this petition. That your petitioner is the owner of a tract of land situate in said Three Rivers bounded easterly by the New London Northern railroad, northerly by the Athol branch of the Boston & Albany railroad, westerly by land now or formerly of E. D. Medcalf and southerly by the highway leading through said Three Rivers known as the Springfield road through which land the said water taken, held, withdrawn and diverted as aforesaid has heretofore, in conjunction with the water of Chicopee river, flowed without interruption, and said water has been used upon said land for producing power at the mill and factory of your petitioner situated on said land and for other purposes and for said purposes is of great value to your petitioner and contributes greatly to the value of said land and to other land and buildings of your petitioner used and occupied in connection with the business there carried on. And your petitioner avers that by the taking, holding, withdrawing and diverting of said water as aforesaid your petitioner has been greatly damaged, and put to great loss and inconvenience, that its land and buildings have been greatly reduced in value.

Your petitioner further represents that he is unable to agree with said City of Springfield upon the amount of said damages and therefore prays that the same may be assessed and determined by your honorable body, and for such further orders and decrees in the premises as law and justice may require.

Dated March 7th, 1894.

Otis Company.

By C. L. Gardner,
Its Attorney.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-three, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed without prejudice.

John O. Roberts et
als. Petrs. for
alteration of high-
ways in Westfield
and Southwick.

2.

To the Honorable, the Board of County Commissioners for the County of Hampden:

Respectfully represents the undersigned residents of Granville, Southwick and Westfield in said County. That public convenience and necessity demands that the highway in said Westfield, called the Granville Road leading from its intersection with Western Avenue in said Westfield to the watering trough in said road by the intersection of

said road and the road leading therefrom to Mundale, be turnpiked and hardened. And that the road leading from said watering trough called Loomis Street to the intersection of the new road leading to Granville be put in proper condition for public travel.

Wherefore your petitioners pray that your Honorable Board will give due hearing to your petitioners, and make such order as you shall deem meet.

August 21st, 1899.

John O. Roberts and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-nine, when the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given.

And said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed without prejudice.

To the County Commissioners of the County of Hampden:-

Respectfully represents the Mayor and Aldermen of the City of Springfield, a municipal corporation in said County, that there exists in said Springfield a public way called Water Street and that public convenience and necessity require that said public way should be extended across the tracks of the Boston and Albany, New York, New Haven and Hartford and Boston and Maine railroads to Cypress Street, there being no crossing of said tracks at the present time. Your petitioners are of the opinion that in extending said Water Street across said railroad tracks such changes and alterations should be made that said Water Street should not cross said tracks at grade.

Your petitioners pray that your honorable board take such action as will carry out the prayer of this petition and make such decree and orders in the premises that may be necessary.

William P. Hayes, Mayor, and others, Petitioners

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred, and was continued from meeting to meeting to the December meeting, in the year last aforesaid, when the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given. And said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed without prejudice.

Mayor & Aldermen
of Springfield,

Petrs. for extension
of Water Street.

H. A. Lakin et als.,
Petr. for reloca-
tion of portion of
"Old Mountain Road"
Russell.

5.

Russell, Hampden Co., Mass.
Mar. 18, 1901.

To the Honorable Board of Commissioners of the County of Hampden:

We, the undersigned, do respectfully petition your honorable board to change a part of the location of the highway known as the "Old Mountain Road over Dry Bridge". Beginning at a point near the line between the towns of Westfield and Russell then in a southerly and westerly direction through land of Lyman Loomis to a point on said road known as foot of Long Hill.

The said road being dangerous and unsafe through the winter months.

H. A. Lakin and others, Petitioners

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December, in the year of our Lord one thousand nine hundred, when the Commissioners appointed a place and time for a view of the premises and directed notice of the same to be given. And said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed without prejudice.

John C. Wright et
als. Petr. for re-
location of South
Street, Agawam.

13.

To the County Commissioners of Hampden County.

We, the undersigned, inhabitants of the town of Agawam, hereby represent to your commissioners that the location of the way named South Street and extending westerly from Main Street to Suffield Street within said town is indefinite.

Wherefore your petitioners pray your Honorable Board to relocate said way, establish the boundary lines thereof, and make such alterations in the course or width thereof as public necessity and convenience requires.

Agawam, Massachusetts, October 3, 1905.

John C. Wright and others, Petitioners.

The foregoing petition was entered at this meeting, and now it is ordered that said petition be dismissed without prejudice.

H. M. Bliss et als.
Petr. for altera-
tions of highway in
Springfield and Wil-
braham.

19.

Book of plans 4,
pages 2 - 6.

To the County Commissioners of the County of Hampden.

The undersigned citizens of Hampden County respectfully represent that the Highway in Springfield in said County, leading from Parker street easterly past the Ludlow bridge to the Wilbraham line, thence easterly in the town of Wilbraham to the Dry Bridge, so-called, also commencing at the State road and running north under the tracks of the Boston & Albany road to the River road is unsafe and inconvenient for the public travel.

Wherefore your petitioners pray that your Honorable Board will view said highway, and make such alterations by straightening, relo-

cating and grading as in your judgment the public good requires.
August 23d, 1906.

H. M. Bliss and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand nine hundred and sixand was continued from meeting to meeting to this meeting and due proceedings having been had thereon, the County Commissioners file the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting, December 31st, 1906.

On the Petition of H. M. Bliss, and others, praying for a highway to be relocated in the City of Springfield and Town of Wilbraham. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth and twelfth days of October, A.D. 1906, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners relocate said highway in the manner following:

Beginning at a stone set in the ground to mark the southerly side line of the highway leading from Indian Orchard to North Wilbraham as located by the City of Springfield A.D. 1898 said stone being set in a line with the center line of the highway bridge crossing the Chicopee River near the office of the Ludlow Manufacturing Associates and one hundred and eighty-eight and sixty-nine one-hundredths (188.69) feet southwesterly from the southwesterly end of said bridge. Thence running easterly by a curve to the right with a radius of 119.56 feet for a distance of eighty-three and sixty-two one-hundredths (83.62) feet to a stone bound, thence S. 45° 30' E. in a line tangent to the above described curve two hundred and fourteen and fifty one-hundredths (214.50) feet to the town line between Springfield and Wilbraham, thence in same course three hundred and fifty-eight and thirty one-hundredths (358.30) feet to a stone bound, thence by a curve to the right with a radius of 193.20 feet for a distance of ninety-six and eighty one-hundredths (96.80) feet to a stone bound, thence S. 16° 27' E. five hundred and sixty-nine and five tenths (569.5) feet to a stone bound, thence S. 20° 45' E. seven hundred and seventy-five (775) feet to a stone bound; thence S. 35° 14' E. three hundred and ninety-three and five tenths (393.5) feet to a stone bound, thence S. 35° 43' E. two hundred and sixty-three (263) feet to a stone bound one hundred and fifty-nine (159) feet northerly from the center line of location of the Boston & Albany Railroad measured at right angles therefrom, thence N. 88° 19' E. two hundred and seventy-two and five tenths (272.5) feet to a stone bound on the easterly side of the road which passes under the tracks of the Boston & Albany Railroad. The last course is parallel to

the center line of location of the Boston & Albany Railroad and one hundred and fifty-nine (159) feet distant therefrom. The above is a description of the southwesterly side line of the road as relocated. The northwesterly side line is described as follows; beginning at a stone bound on the easterly side of the road which crosses the Chicopee River at Ludlow and ninety-four (94) feet southerly measured along the side line of said road from the line of the face of parapet wall of the southerly abutment of the bridge crossing said river, thence S. 45° 30' E. six hundred and fifty-nine and five tenths (659.5) feet to a stone bound. This line is parallel to and sixty-six (66) feet from the second course in the southwesterly side line of the road as relocated, thence S. 16° 27' E. six hundred and sixty-one (661) feet to a stone bound, thence S. 20° 45' E. seven hundred and sixty-four (764) feet to a stone bound, thence S. 35° 14' E. three hundred and eighty-six (386) feet to a stone bound, thence S. 35° 43' E. one hundred and seventy-two and six tenths (172.6) feet to a stone bound. The last four courses are parallel to and fifty (50) feet from the southwesterly side line of the road as relocated, thence by a curve to the left with a radius of 114.6 feet for a distance of one hundred and eleven and sixty-three one-hundredths (111.63) feet to a stone bound, thence N. 88° 19' E. one hundred and ninety-two (192) feet to a stone bound on the easterly side of the road leading from the Boston & Albany Railroad northerly to the river road. The last course is parallel to the last described course on the southwesterly side and fifty (50) feet therefrom.

Wilbraham

We also relocate a part of the road in said Wilbraham leading from the pass under the Boston & Albany Railroad to the River Road, so called as follows: Beginning at the last named stone bound on the north-easterly side line of the road to North Wilbraham as above described and running thence N. 9° 44' E. two hundred and sixty-five (265) feet to a stone bound thence N. 33° 39' E. four hundred and fifty-three (453) feet to a stone bound on the southerly side of the River Road. Said bound stands at a point bearing N. 25° 47' W. and eighty and eight tenths (80.8) feet from the northwest corner of a house owned by the Ludlow Manufacturing Associates, the above description is the easterly side line of the road as relocated, the westerly side line being parallel thereto and fifty (50) feet distant therefrom.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of May next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To Ludlow Manufacturing Associates	\$250.00
Gideon Monnette	\$ 25.00

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said City and Town shall, on or before the fifteenth day of June, 1907, complete and finish the same, so that the same shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Railings shall be erected at all steep and dangerous places, and the whole shall be done in a workmanlike manner to the acceptance of said Commissioners.

A plan of said relocation is filed herewith and made a part of this report.

Joel H. Hendrick, being disqualified on account of residence, William H. Porter, Associate Commissioner, was called in and acted in his stead.

J. M. Sickman) County
C. H. Nutting) Commissioners.
W. H. Porter) Associate Commissioner.

Hampden, ss: County Commissioners' Meeting, January 2, A.D. 1907.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

Commonwealth of Massachusetts.

Hampden, ss: To the County Commissioners of Hampden County:

Respectfully represents the undersigned, your petitioners, that they are Selectmen of the Town of Agawam, a Municipal Corporation within said County, and as such Selectmen are authorized to make this petition.

That Springfield Street, a public highway, within said Town and the railroad constructed by the Hartford and Connecticut Western Railroad Company, now used by the Central New England Railroad Company, cross each other at a point in said Town distant about one thousand feet easterly from the intersection of said Springfield Street with Westfield Street in said Town.

That the Springfield Street Railway Company, a Corporation duly established at law is authorized to lay and use its tracks in said Springfield Street and upon said Crossing and does maintain and use its tracks thereon.

That in their opinion it is necessary for the security and convenience of the public that an alteration, which does not involve the

Selectmen of Agawam
Petrs. for alteration
of crossing at
Springfield Street
in Agawam.

20.

Book of plans 4,
page 7.

abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of the railroad or highway, or the bridge at said crossing.

Wherefore your petitioners pray, that after due proceedings had, your board shall decide what alteration is necessary in the premises, prescribe the manner and limits within which it shall be made and certify your decision as provided for in Chapter 463 of the Acts of the Legislature of Massachusetts for 1906.

Dated this twenty-ninth day of October, 1906.

James F. Barry)	Selectmen of Agawam.
George H. Reed)	
Daniel J. Collins)	

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand nine hundred and six, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. January 1st, 1907.

On the petition of the Selectmen of the Town of Agawam, representing that Springfield Street, a public highway within said Town and the railroad tracks of the Hartford and Connecticut Western Railroad Company now used by the Central New England Railroad Company, cross each other at a point in said Town distant about one thousand (1000) feet easterly from the intersection of said Springfield Street with Westfield Street in said Town.

That the Springfield Street Railway Company, a Corporation duly established at law, is authorized to lay and use tracks in said Springfield Street and upon said crossing, and does maintain and use its tracks thereon.

That in their opinion it is necessary for the security and convenience of the public that an alteration which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of the Railroad, the highway and the bridge at said crossing, and praying said Commissioners after due proceedings had, to decide that alteration is necessary in the premises, to prescribe the manner and limits within which it shall be made and to certify such decision, as provided for in Chapter 463, of the Acts, of the Legislature of Massachusetts, for 1906, as by said petition on file, will more fully appear.

Said petition was entered on the eighth day of November 1906, and on the fourteenth day of said November, said commissioners caused due notice to be given to all persons and corporations interested of the time when, and the place where they should meet for the purpose of viewing premises and hearing persons, as by said notice on file fully appears.

And now on this first day of January, 1907, said Commissioners make return of their proceedings in the premises as follows:-

The County Commissioners for said County having given notice as the Law directs, met at the Court House in Springfield in said County on Saturday, the fifteenth day of December, 1906, when the premises were examined and all persons fully heard, and after due deliberation, said Commissioners decided that said alteration is necessary and prescribed the manner and limits within which such alteration shall be made to be as follows:-

The bridge shall be widened twelve feet upon the northerly side, making the bridge as widened, 34' 3 1/2", inside measurement. There shall be a tight board fence upon the northerly side, and between the travelled way and the Street Railway tracks, five feet high above the planking. The foundations under the high bents shall be of rubble masonry and under the short bents shall be of timber blocking. The foundations to be of the same kind and quality as the foundations under the present bridge. Iron braces 1 1/2" thick shall be placed on the north side of the bridge to support the fence. Wooden plates 6' x 12" x 3" shall be placed at the junction of the new sills and caps. 2" Spruce plank flooring shall be laid over the present 3" floor. The present railing on the northerly side of the bridge shall be removed. The approaches to the bridge shall be widened so as to make them safe and convenient for travel. The new work shall be on the same plan and of the same character as the present bridge and all of the new work shall be as shown on the plan filed herewith and made a part of this decree. And we have taken for the purpose of widening said approaches two parcels of land described as follows, to wit: Beginning at a point on the westerly line of the right of way of said railroad at its intersection with the northerly line of Springfield Road and running thence westerly on said northerly line 100 ft. thence northeasterly about 102 ft. to the said westerly line of right of way of said railroad and thence southwesterly along the westerly line of the right of way to the place of beginning. Containing about .021 acres of land.

Also one other parcel of land beginning at a point in the easterly line of the right of way of said railroad at its intersection with the northerly line of Springfield Road, and running thence easterly on the northerly line of said Springfield Road 60 ft. thence northwesterly about 60 ft. to the easterly line of right of way of said railroad, thence southwesterly along said easterly line of right of way 20 ft. to the place of beginning. Containing about .026 acres of land. Meaning and intending to convey two small triangular pieces of land, one on the easterly side and one on the westerly side of the right of way of said railroad and on the northerly side of Springfield Road.

J. H. Hendrick	}	County Commissioners.
J. M. Sickman		
C. H. Nutting		

Mayor and Aldermen
of the City of
Springfield, Petrs.
for extension of
public way across
tracks of the
Boston & Maine
Railroad Co.

22.

Commonwealth of Massachusetts.

To the Honorable, the County Commissioners of the County of Hampden:

Respectfully represents the undersigned, the Mayor and Aldermen of the City of Springfield that public convenience and necessity require that a public way should be extended across the tracks of the Boston and Maine Railroad Company in the vicinity of Abbe Avenue and extending from Birnie Avenue to Fisk Avenue.

Your petitioners therefore pray your Honorable Board to take such action as will authorize the City of Springfield to lay out such way substantially in accordance with a report made by the Board of Public Works of said City and a plan prepared by said Board, copies of which are filed with this petition.

Francke W. Dickinson, Mayor, and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October, in the year of our Lord one thousand nine hundred and six when the Commissioners appointed a place and time for a hearing and directed notice of the same to be given. And said petition was continued to this meeting, and now it is ordered that said petition be dismissed for want of proper notice and without prejudice.

Mayor and Board of
Aldermen of the
City of Holyoke,
Petrs. for location
of Jackson street
underneath tracks
of the Holyoke and
Westfield Railroad
Company.

23.

Book of plans 4,
page 9.

See County Commis-
sioners Record
Book 15, page 36.

Commonwealth of Massachusetts.

To the Honorable, the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, the Mayor and Board of Aldermen of the City of Holyoke, that at a meeting of the said Board duly held on the seventh day of November, 1906, an order was duly adopted by said Board and duly approved by said Mayor, a certified copy of which order as recorded in the official records of said Board being annexed hereto.

Your petitioners further represent that public convenience and necessity require that a public way be laid out as a continuation westerly of Jackson Street, in said Holyoke, across the location of the tracks of the Holyoke and Westfield Railroad Company, heretofore leased to the New Haven and Northampton Company, and now operated by the New York, New Haven & Hartford Railroad Company, under a lease from said New Haven and Northampton Company, and extending underneath the said tracks from the easterly line of the location thereof to the westerly line of said location, the admeasurements and boundaries of the said public way to conform to those of said Jackson Street, as set forth in a plan prepared by the City Engineer, and annexed hereto.

Wherefore in compliance with said order your petitioners pray that they may be authorized by your Honorable Board to lay out a public way as aforesaid across the location of the tracks of said railroad and extending underneath the same in accordance with the admeasurements, boundaries and grades set forth in the plan prepared by the City

Engineer, annexed hereto, in such manner as not to injure or obstruct the said railroad and in conformity with the statutes of the Commonwealth relating thereto.

Nathan P. Avery, Mayor, and others, Petitioners
The foregoing petition was entered at this meeting and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden held at Holyoke in said county on the second day of February, in the year of our Lord one thousand nine hundred and seven, on the petition of the Mayor and Board of Aldermen of the said city of Holyoke, presented to said Commissioners, representing and setting forth that the public convenience and necessity require that a public way be laid out in said Holyoke as a continuation westerly of Jackson Street across the location of the tracks of the Holyoke & Westfield Railroad Company, heretofore leased to the New Haven & Northampton Company and now operated by the New York, New Haven & Hartford Railroad Company under a lease from said New Haven & Northampton Company, and extending underneath the said tracks from the easterly line of the location thereof to the westerly line of said location; the admeasurements and boundaries of said public way to conform to those of said Jackson Street as set forth in a plan prepared by the City Engineer, filed therewith and made a part thereof; and praying the County Commissioners to take such action as will authorize the said City of Holyoke to lay out a public way as aforesaid across the location of the tracks of said railroad, and extending underneath the same, in accordance with the admeasurements, boundaries and grades set forth in said plan filed therewith, in such manner as not to injure or obstruct the Railroad, and in conformity with the statutes of the Commonwealth relating thereto.

It appearing that all persons and corporations interested therein were duly notified of the time and place of said hearing, and the County Commissioners having heard all all parties interested and it appearing that public necessity requires that the prayer of said petition should be granted, the County Commissioners do now on this twenty-third day of March, in the year one thousand nine hundred and seven, adjudge that public convenience and necessity require that the prayer of said petition be granted, and the said City of Holyoke is hereby authorized to lay out a highway as prayed for in said petition in such manner as not to injure or obstruct said Railroad and otherwise in conformity with the provisions of the statutes of the Commonwealth relating thereto.

Harrison Loomis, Esq., Associate Commissioner, acted for James M. Sickman, Esq., who was disqualified by residence.

C. H. Nutting)
) County
 Chas. C. Spellman) Commissioners
 Harrison Loomis) Associate Commissioner

Mayor and Aldermen
 of city of Spring-
 field, Petrs. for
 location of public
 way across tracks
 of Connecticut River
 Railroad Co. by over
 head crossing.

25:

Book of plans 4,
 page 10.

Commonwealth of Massachusetts.

To the Honorable, the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, the Mayor and Aldermen of the city of Springfield that public convenience and necessity require that a public way be laid out in said Springfield extending from Birnie avenue to Fisk avenue, across the location of and over the tracks of the Connecticut River Railroad Company, heretofore leased to the Boston and Maine Railroad, by an overhead crossing extending over the said tracks from the Easterly line of the location thereof to the westerly line of said location; measurements and boundaries of the said public way to be as set forth in a plan prepared by the city Engineer filed herewith and made a part hereof.

Wherefore your petitioners pray your Honorable Board to take such action as will authorize the city of Springfield to lay out a public way, as aforesaid, across the location and over the tracks of said railroad by an overhead crossing substantially in accordance with a report made by the Board of Public Works of said City, and with the measurements, boundaries, and grades set forth in said plan filed herewith, in such a manner as not to injure or obstruct the said railroad and in conformity with the statutes of the Commonwealth relating thereto.

W. E. Sanderson, Mayor, and others, Petitioners.

The foregoing petition was entered at this meeting and due proceedings having been had thereon, the County Commissioners file the following decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden held at Springfield in said county on the seventeenth day of January in the year of our Lord, one thousand nine hundred and seven, on the petition of the Mayor and Aldermen of Springfield then presented to said Commissioners, representing and setting forth that the public convenience and necessity require that a public way be laid out in said Springfield, extending from Birnie Avenue and Fisk Avenue across the location of and over the tracks of the Connecticut River Railroad Company, heretofore leased to the Boston & Maine Railroad, by an overhead crossing extending from the said tracks over the easterly line of the location thereof and the westerly line of the said location, measurements and boundaries of said public way to be as set forth in a plan prepared by the City Engineer, filed therewith and made a part thereof; and praying the County Commissioners to take such action as will

authorize the said City of Springfield to lay out a public way, as aforesaid, across the location and over the tracks of said Railroad by an overhead crossing substantially in accordance with a report made by the Board of Public Works of said City and with the measurements, boundaries and grades set forth in said plan filed therewith, in such a manner as not to injure or obstruct the Railroad and in conformity with the statutes of the Commonwealth relating thereto.

It appearing that all persons and corporations interested therein were duly notified of the time and place of said hearing, and the said County Commissioners having heard all parties interested, and it appearing that public necessity requires that the prayer of said petition should be granted, the County Commissioners do now on this twenty-third day of March, in the year one thousand nine hundred and seven, adjudge that public convenience and necessity require that the prayer of the petition be granted, and the said City of Springfield is hereby authorized to lay out a highway as prayed for in said petition, and in such manner as not to injure or obstruct said Railroad and otherwise in conformity with the provisions of the statutes of the Commonwealth relating thereto.

Harrison Loomis, Esq., Associate Commissioner, acted in place of Charles C. Spellman, Esq., who was disqualified by residence.

J. M. Sickman) County
C. H. Nutting) Commissioners.
Harrison Loomis) Associate Commissioner.

December 26th, 1906.

Voted: That a bill be sent to the Otis Fibre Board Company for services rendered by James L. Tighe as engineer, inspecting and reporting on the condition of the dam of said Otis Fibre Board Co. over the Westfield River at Russell.

Vote regarding bill
to Otis Fibre Board
Company.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. December 31st, 1906.

Whereas, it has been made to appear to said Commissioners that Jeremiah F. Sullivan of Springfield, in said County, was sentenced to the House of Correction in said county, on the 13th day of January, 1906, by the Police Court of Springfield and whereas it further appears that a written permit to be at liberty was issued to the said Jeremiah F. Sullivan on the 8th day of December, 1906, by said Commissioners under the provisions of section 113 of Chapter 225 of Revised Laws and it further appears that said Jeremiah F. Sullivan has been convicted of a crime punishable by imprisonment it is now ordered by said Commissioners that the said permit be revoked.

Order revoking per-
mit to be at liberty
Jeremiah F. Sullivan

J. H. Hendrick)
 J. M. Sickman) County
 C. H. Nutting) Commissioners.

Votes.

In the matter of installing the FitzGibbon boilers in the new boiler room for the Hall of Records and Court House, J. H. Hendrick and Chas. H. Nutting voted in the affirmative and J. M. Sickman in the negative.

The vote in all other cases was unanimous.

BOND.

January 2, 1907.

James R. Wells, of Springfield, Register of Deeds, appears and is sworn and gives bond for the faithful discharge of the duties of said office, with James B. Carroll, Dwight O. Gilmore and Edward M. Coats as sureties, which bond is approved.

BOND.

KNOW ALL MEN BY THESE PRESENTS, That I, JAMES R. WELLS, of Springfield, in the county of Hampden, Commonwealth of Massachusetts, as Principal, and we JAMES B. CARROLL, DWIGHT O. GILMORE, EDWARD M. COATS are holden and firmly bound and obliged unto the county of Hampden, Massachusetts, in the sum of Two Thousand Dollars, to be paid to the said county of Hampden, to the payment of which we do bind ourselves, our Heirs, Executors and Administrators, firmly by these presents.

Sealed with our seals, and dated this first day of Jan'y. 1907.

The CONDITION of this Obligation is such, that Whereas, the said JAMES R. WELLS, has been legally chosen by the people of said county of Hampden, REGISTER OF DEEDS, for the term of five years from the first Wednesday of January, A.D. 1907, and legally qualified therefor,

Now, if the said JAMES R. WELLS, shall faithfully discharge the duties of said office during the term for which he is chosen and qualified as aforesaid, and until some other person shall be chosen and qualified in his stead, then the above Obligation shall be void; otherwise, to remain in full force and virtue.

Signed, sealed and delivered in presence of

Lydia M. Tanner

by all

JAMES R. WELLS (Seal)

JAMES B. CARROLL (Seal)

DWIGHT O. GILMORE (Seal)

EDWARD M. COATS (Seal)

Jan. 2, 1907. Approved.

J. M. SICKMAN)
 C. H. NUTTING) County
 CHAS. C. SPELLMAN) Commissioners.

January 2, 1907

Fred A. Bearse, of Springfield, County Treasurer, appears and is sworn. His bond is fixed at the sum of forty thousand dollars and he gives a bond for the faithful discharge of the duties of said office.

B O N D.

B O N D

KNOW ALL MEN BY THESE PRESENTS, That we, FRED A. BEARSE, of Springfield, in the County of Hampden, and Commonwealth of Massachusetts, as principal and the AMERICAN SURETY COMPANY of New York City, New York, as surety, are holden and stand firmly bound and obliged unto the County of Hampden aforesaid in the sum of FORTY THOUSAND dollars, to be paid to the said County of Hampden, to the payment whereof we bind ourselves and each of us, our and each of our heirs, executors and administrators, jointly and severally, by these presents.

Sealed with our seals and dated the second day of January in the year of our Lord one thousand nine hundred and seven.

THE CONDITION OF THIS OBLIGATION IS SUCH, that whereas the said FRED A. BEARSE has been legally elected by the voters of the County of Hampden, County Treasurer of said County for the term of three years beginning with the first Wednesday of January in the year nineteen hundred and seven and until his successor is chosen and qualified, Now, Therefore, if the said FRED A. BEARSE shall faithfully discharge the duties of his office, as they now or may hereafter exist, during the term for which he has been elected, and until his successor is chosen and qualified;

Then this obligation to be void, otherwise to remain in full force and virtue.

Signed, sealed and delivered in presence of

Norman A. Brainard
to F. A. B.

FRED A. BEARSE (Seal)

AMERICAN SURETY CO. OF NEW YORK (Seal)

By

F. H.

Frederick Harris,
Resident Vice-President

&

C. H. B.

Attest

Charles H. Barrows,
Resident Ass't. Sec'y.

Approved as to form.

Dana Malone,

Attorney-General.

January 3, 1907. Approved.

J. M. SICKMAN)

County

C. H. NUTTING)

Commissioners.

CHAS. C. SPELLMAN)

Order for Transfer

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for miscellaneous and contingent expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account of repairing, furnishing and improving county buildings the sum of one thousand three hundred forty-two dollars and sixty-three cents (\$1342.63) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

C. H. Nutting)	County Commissioners.
Chas. C. Spellman)	
J. M. Sickman)	

Order for Transfer

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for trial justices in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for repairing, furnishing and improving county buildings the sum of three hundred and four dollars (\$304.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

C. H. Nutting)	County Commissioners
Chas. C. Spellman)	
J. M. Sickman)	

Order for Transfer

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for highways, bridges and land damages in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for repairing furnishing and improving county buildings the sum of one hundred and sixty-four dollars and sixty-two cents (\$164.62) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized

for the purpose aforesaid is exhausted.

C. H. Nutting)
Chas. C. Spellman) County
J. M. Sickman) Commissioners.

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for clerical assistance in county offices in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for repairing, furnishing and improving county buildings the sum of one hundred and sixty-two dollars and five cents (\$162.05) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

C. H. Nutting)
Chas. C. Spellman) County
J. M. Sickman) Commissioners.

Order for Transfer

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for salaries and expenses, district and police courts, in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for repairing, furnishing and improving county buildings the sum of three hundred and ninety-one dollars and sixteen cents (\$391.16) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

C. H. Nutting)
Chas. C. Spellman) County
J. M. Sickman) Commissioners.

Order for Transfer

Commonwealth of Massachusetts.

Hampden, ss:

Springfield, January 5th, 1907.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the

Order for Transfer

amount authorized by law for salaries of county officers and assistants fixed by law in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for repairing, furnishing and improving county buildings the sum of three hundred and twenty-five dollars (\$325.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

C. H. Nutting)	County Commissioners.
Chas. C. Spellman)	
J. M. Sickman)	

County Estimate.

Estimate by the County Commissioners of the County of Hampden of the Receipts and Expenditures of said County for the Year ending Dec. 31, 1907. Also, Statement showing the Unappropriated Balance in the County Treasury at the Closing of the Treasurer's Books for the Year 1906.

ESTIMATED RECEIPTS.

1. Interest,	1000.
2. Clerk of courts and registers of Deeds,	10000.
3. District and police courts,	2000.
4. Jails and houses of correction,	5000.
5. Fines, costs and fees,	1000.
7. Truant schools,	2500.
8. Miscellaneous,	100.
	<u>21600.</u>

STATEMENT SHOWING ESTIMATED TOTAL AMOUNT AVAILABLE.

Balance in Treasury at the closing of the Treasurer's books for the year 1906,	\$ 60071.94
(a) Less special appropriation, \$ 2,490.11	
(b) Less money held for dog account, <u>\$13,638.92</u>	
Deduct total amounts (a) and (b),	<u>16129.03</u>
Net balance in Treasury, unappropriated,	43942.91
Total estimated receipts as shown above,	<u>21600.</u>
Estimated total amount available for the year,	<u><u>65542.91</u></u>

ESTIMATED EXPENDITURES FOR 1907.	
Items.	
1. Interest on county debt,	15000.
2. Reduction of county debt,	10000.
3. Salaries of county officers and assistants, fixed by law, ..	18000.
4. Clerical assistance in county offices,	7500.
5. Salaries and expenses, district and police courts,	26000.
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,	28000.
7. Criminal costs in superior court,	5000.
8. Civil expenses in supreme and superior courts,	16000.
9. Trial justices,	500.
10. Transportation expenses of county and special commissioners	300.
11. Medical examiners, inquests and care of the insane,	6000.
12. Auditors, masters and referees,	4000.
13. Building county buildings,	25000.
14. Repairing, furnishing and improving county buildings,	25000.
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	12500.
16. Highways, bridges and land damages,	10000.
17. Law libraries,	2500.
18. Truant schools,	6000.
19. Miscellaneous and contingent expenses.....	8500.
20. Maintenance Mt. Tom Reservation	3400.
Total,	229200.

Items.	Appropriation for 1906.	Expenditures in 1906.
1. Interest on county debt,	11500.	11196.04
2. Reduction of county debt,	10000.	150000.
3. Salaries of county officers and assist- ants, fixed by law,	17000.	17325.
4. Clerical assistance in county offices,	7000.	7162.05
5. Salaries and expenses, district and police courts,	25000.	25391.16
6. Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction, .	28000.	27543.50
7. Criminal costs in superior court,	5000.	4569.79
8. Civil expenses in supreme and superior courts,	16000.	15423.93
9. Trial justices,		304.
10. Transportation expenses of county and special commissioners,	300.	104.19
11. Medical examiners, inquests and care of the insane,	6000.	4111.76
12. Auditors, masters and referees,	4000.	2625.25
13. Building county buildings,	19900.	89653.94
14. Repairing, furnishing and improving county buildings,	21000.	5003.33
15. Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,	10000.	8404.44
16. Highways, bridges and land damages, ..	8000.	8164.62
17. Law Libraries,	2500.	2384.58
18. Truant schools,	6000.	5489.70
19. Miscellaneous and contingent expenses.	5000.	6342.63
20. Maintenance Mt. Tom Reservation.....	3400.	3295.40

Item.	Due and Unpaid in 1906.
16.Highways, bridges and land damages,	123.66

J. M. SICKMAN, Chairman.

Annual Report of
County Commissioners
for the year 1906.

Including Appraisal
of county property.

HAMPDEN COUNTY COMMISSIONERS' REPORT for 1906.

The tenth annual report of the county commissioners, made under the provisions of chapter 21, section 25, of the Revised Laws, referring the taxpayers to the county treasurer's report for specific details.

On the petition of Albert Blodgett and others for relocation, alteration or specific repairs on Wild Cat road, Blandford road and Borden Brook road in Granville and Blandford, we ordered that specific repairs be made by the Inhabitants of Granville upon so much of said highway as lies within said town of Granville, the sum of one hundred and fifty dollars to be paid by the county of Hampden to the said town of Granville when the same is completed to the satisfaction of this board.

We have relocated Pochassic street, upon the petition of Augustus W. Holton and others, Lloyd's hill road on the petition of Henry W. Ely and others, and Montgomery street, Union street and Union Avenue, upon the petitioner of O. B. Parks and others; all said highways being in Westfield.

We have located Shoemaker Lane in Agawam, on the petition of J. L. Hubbard and others and ordered that the same be completed on or before July 1st, 1907.

The petition of the Wright Wire Company for leave to construct private railroad to cross Commercial street in Palmer at grade was granted, also that of Fred T. Ley and Company for leave to construct private railroad to cross Death Hill road; Monson road, and Palmer and Brimfield road, known as state highway, all in Springfield, at grade.

We have located a highway in Springfield and Wilbraham on the petition of H. M. Bliss and others, ordered that the same be completed on or before June 15, 1907, and awarded damages as follows: to the Ludlow Mfg. Associates \$250., and to Gideon Monnette \$25.00.

The Selectmen of Agawam petitioned for the alteration of the crossing at Springfield street in Agawam and we have prescribed the manner and limits within which such alteration shall be made.

The petition of the Mayor and Board of Aldermen of the city of Holyoke for location of Jackson street underneath the tracks of the Hartford and Westfield Railroad Company was dismissed for informality and without prejudice to any of the parties in interest.

No action has been taken upon the petition of John C. Wright and others for the relocation of South street in Agawam, or upon that of S. S. Bodurtha and others for relocation of Adams street in the same town.

A time has been appointed for a hearing on the petition of the Mayor and Aldermen of the city of Springfield for extension of a public way across the tracks of the Boston and Maine Railroad Company, also on the second petition of the Mayor and Board of Aldermen for the location of Jackson street underneath tracks of the Holyoke and Westfield Railroad Company.

The Chicopee and West Springfield bridge has been completed. We have made our report to the Superior Court, but the expense has not yet been apportioned.

The Hall of Records is progressing, but is not yet completed.

No land damages have been ordered paid during the year.

No suits have been brought against the county during the past year no highways or parts of highways have been laidout by the Commissioners under the provisions of law authorizing the assessment of betterments, and no sums have been reimbursed to the county as betterments.

No applications have been made to the Massachusetts Highway Commission.

For cost and construction of state highways in this county, reference may be had to the following tables.

HAMPDEN COUNTY.

Amounts expended for Repair and Maintenance of State Highways to December 1, 1906.

Town-City	Expended 1894-1905	Expended 1906.	Totals.
Agawam,	\$ 19.89	\$ 68.03	\$ 87.92
Brimfield,	1459.95	132.68	1592.63
Chester,	1408.49	232.83	1641.32
Chicopee,	6225.39	1071.59	7296.98
East Longmeadow,	20.84	13.31	34.15
Monson,	945.53	40.27	985.80
Palmer,	1013.59	245.89	1259.48
Russell,	10482.14	349.19	10831.33
Wales,	207.52	41.17	248.69
Westfield,	5908.42	375.16	6283.58
West Springfield,	1185.00	6.96	1191.96
Wilbraham,	1527.15	329.62	1856.77
Totals,	\$30,403.91	\$2,906.70	\$33,310.61

HAMPDEN COUNTY.

Amounts expended under the "Small Town" Acts to December 1, 1906.

Town or City	Expended previous to 1906.	Expended 1906.	Totals.
Blandford,	\$3444.00	--	\$3444.00
East Longmeadow,	680.00	--	680.00
Granville,	1700.00	\$1000.00	2700.00
Hampden,	1090.00	390.00	1480.00
Longmeadow,	1050.00	150.00	1200.00
Montgomery,	808.00	--	808.00
Southwick,	600.00	--	600.00
Tolland,	748.00	--	748.00
Totals,	\$10,120.00	\$1,540.00	\$11,660.00

HAMPDEN COUNTY.

Showing lengths laid out, lengths constructed and amounts expended to
December 1, 1906.

Town-City	Lengths laid out			Lengths constructed		
	1894-1905	1906	Total	1894-1905	1906	Total
Agawam,	6069	3400	9469	6069	3400	9469
Brimfield,	20945	--	20945	20945	--	20945
Chester,	17131	--	17131	17131	--	17131
Chicopee,	14610	2100	16710	14610	2000	16610
E. Longmeadow	3091	2409	5500	3091	2409	5500
Monson,	7012	--	7012	7012	--	7012
Palmer,	22388	5383	27771	17866	4522	22388
Russell,	35189	--	35189	35189	--	35189
Wales,	5493	--	5493	5493	--	5493
Westfield,	30667	--	30667	30667	--	30667
W. Springfield,	11054	1000	12054	10554	1500	12054
Wilbraham,	25428	--	25428	25428	--	25428
Total (feet)	199077	14292	213369	194055	13831	207886
Total (miles)	37.70	2.71	40.41	36.75	2.62	39.37

*EXPENDED.

Town-City	1894-1905	1906	Total
Agawam,	\$11504.07	\$5355.92	\$16859.99
Brimfield,	24901.63	--	24901.63
Chester,	29596.13	--	29596.13
Chicopee,	37726.48	2705.77	40432.25
E. Longmeadow,	5576.87	4509.31	10086.18
Monson,	12393.80	6.61	12400.41
Palmer,	32549.06	7298.97	39848.03
Russell,	84349.97	1.54	84351.51
Wales,	3962.60	--	3962.60
Westfield,	43263.70	2472.15	45735.85
W. Springfield,	16696.69	2697.98	19394.67
Wilbraham,	48090.04	350.48	48440.52
	350611.04	25398.73	376009.77

* Exclusive of repairs and maintenance.

The sum of \$5,017.04 was paid to the Commonwealth on account of construction of state highways, making the whole amount repaid \$75,862.97 and \$14,479.85 still due.

The sum of \$5003.33 was expended upon county buildings for repairs and furnishings during the past year, of which \$3021.45 was for repairs done by day work.

The following transfers were made to meet the expenditures which exceeded appropriations: From the amount authorized by law for repairing, furnishing and improving county buildings to the amount authorized by law for miscellaneous and contingent expenses the sum of \$1342.63, for highways, bridges and land damages \$164.62, for trial justices \$304, for salaries and expenses, district and police courts \$391.16, for clerical assistance in county offices \$162.05, for salaries of county officers and assistants fixed by law \$325.00.

The following are the salaries of county officials prescribed by law:-

Sheriff,	\$2000.00
Clerk of Courts,	3500.00
Assistant Clerk,	2000.00
County Treasurer,	2000.00
Register of Deeds,	2800.00
Assistant of Register of Deeds,	1400.00
County Commissioners,	3600.00

The following are the salaries of the county officials not prescribed by law:-

At the Court House:

Messenger,	\$ 1200.00	Engineer,	\$ 1200.00
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At the Jail:

Jailer,	\$ 1000.00	Watchman,	\$ 720.00
Turnkey,	1080.00	Watchman,	720.00
Assistant Turnkey,	900.00	Engineer,	1020.00
First Keeper,	780.00	Stewart,	780.00
Second Keeper,	780.00	Shop Foreman,	840.00
Third Keeper,	720.00	Matron,	240.00
Fourth Keeper,	720.00	Physician,	300.00
Fifth Keeper,	720.00	Chaplains,	300.00
Watchman,	720.00	Instructor of Industries,	1296.00

At the Truant School:

Superintendent,	\$ 1200.00	Teacher,	\$ 480.00
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The following is a list of the assets of the county of Hampden, December 31, 1906.

Court House building,	\$200000.00
Court House lot,	66000.00
Hall of Records,	140000.00
Law Library, (10778 volumes)	25000.00
Furniture and other property, Court House,	20000.00
Jail and House of Correction buildings,	255000.00
Jail and House of Correction lot,	25000.00
Furniture and other property, Jail and House of Correction	10000.00
Truant School buildings,	13000.00
Truant School lot,	12000.00
Furniture and other property, Truant School,	3000.00
Furniture and other property, District Courts,	2500.00
Sinking Fund, Hampden County,	384.35

J. M. Sickman)	County Commissioners.
C. H. Nutting)	
Chas. C. Spellman)	

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. January 17th, 1907.

To the County Treasurer.

Ordered that the sum of ten thousand dollars estimated and allowed for the reduction of the county debt be applied and paid toward the reduction of the debt arising by reason of the building of the Hall of Records.

J. M. Sickman)	County Commissioners.
C. H. Nutting)	
Chas. C. Spellman)	

Order regarding reduction of county debt, Hall of Records.

Order revoking
parole.

Frank Martelle

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. January 28th, 1907.

Whereas it appears to the satisfaction of said County Commissioners that Frank Martelle of Springfield, in said county, a child committed to the Hampden County Truant School, by the Police Court of the City of Springfield, has violated the conditions of his parole issued to him by said Commissioners on the 7th day of November, 1906:-

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Truant School.

J. M. Sickman) County
Chas. C. Spellman) Commissioners.

Order revoking per-
mit to be liberty,

James W. Moran.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. February 6th, 1907.

Whereas, it has been made to appear to said Commissioners that James W. Moran of Westfield in said County, was sentenced to the House of Correction in said county, on the 24th day of May, 1906 by the District Court of Western Hampden and whereas it further appears that a written permit to be at liberty was issued to the said James W. Moran on the 26th day of November, 1906, by said Commissioners under the provisions of section 113 of Chapter 225 of Revised Laws and it further appears that said James W. Moran has been convicted of a crime punishable by imprisonment it is now ordered by said commissioners that the said permit be revoked.

J. M. Sickman) County
C. H. Nutting) Commissioners.
Chas. C. Spellman)

County Treasurer
authorized to borrow
on account of Hall
of Records.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. February 8th, 1907

Voted:

That Fred A. Bearse, county treasurer, be authorized to borrow on the credit of the county and on account of a building for the Registry of Deeds and for the Probate Court for the county of Hampden, under the provisions of chapter 302 of the acts of 1905, the sum of fifty thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bearse, shall elect, and to pay interest or discount thereon at a rate not exceeding five per cent per annum.

J. M. Sickman) County
C. H. Nutting) Commissioners
Chas. C. Spellman)

December Meeting 1906

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. February 23d, 1907.

Whereas, it appears to the satisfaction of said County Commissioners that James Flanagan, of Springfield, in said county, a child committed to the Hampden County Truant School, by the Police Court of the city of Springfield, has violated the conditions of his parole issued to him by said Commissioners on the 5th day of December, 1906.

It is therefore ordered that said parole be revoked and that an order issue to arrest said child and return him to said Truant School.

J. M. Sickman)
C. H. Nutting) County
Chas. C. Spellman) Commissioners.

Order revoking
parole,
James Flanagan.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. March 27, 1907.

To Fred A. Bearse, Treasurer of Hampden County,-

You are hereby authorized to transfer from the fund for the Hall of Records in your hands as Treasurer, to the general fund, the sum of fifteen thousand dollars (\$15,000.00).

C. H. Nutting)
Chas. C. Spellman) County
Commissioners.

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the third day of April A.D. 1907.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Charles Reagan of Pittsfield, from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of Pittsfield, after due notice and hearing, it is considered and adjudged by said commissioners that it will be for the best interest of the said Charles Reagan to be at liberty.

And thereupon said Commissioners order that he be released on the fifth day of April current, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following condition, that he conform to the school regulations of the city of Pittsfield.

Robert O. Morris, Clerk.

Released from Truant
School on parole,
Charles Reagan

Released from Tru-
ant School on parole
Wilfred Goyette

Commonwealth of Massachusetts.

Hampden, ss:

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the third day of April A.D. 1907.

Voted: A request having been made to the County Commissioners of the County of Hampden by Erwin G. Ward for the release of Wilfred Goyette of North Adams, from the Hampden County Truant School, a notice and opportunity to be heard having been given to the Superintendent of Schools of the city of North Adams, after due notice and hearing, it is considered and adjudged by said commissioners that it will be for the best interest of the said Wilfred Goyette to be at liberty.

And thereupon said Commissioners order that he be released on the fifth day of April current, under the provisions of the Acts of 1904, Chapter 220, Section 4, upon the following condition, that he conform to the school regulations of the city of North Adams.

Robert O. Morris, Clerk.

County Treasurer
authorized to borrow
on account of Hall
of Records.

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. April 1st, 1907.

Voted:

That Fred A. Bearse, county treasurer, be authorized to borrow on the credit of the county and on account of a building for the Registry of Deeds and for the Probate Court for the county of Hampden, under the provisions of chapter 302 of the acts of 1905, the sum of thirty-one thousand three hundred and twenty-three dollars and seventy-nine cents, and to execute and deliver a note to that amount payable on demand to the order of such bank, institution, corporation or individual, as he, the said Bearse, shall elect, and to pay interest or discount thereon at a rate not exceeding five per cent per annum.

J. M. Sickman)	
C. H. Nutting)	County
Chas. C. Spellman)	Commissioners.

Order revoking per-
mit to be at liberty
John J. Sullivan

Commonwealth of Massachusetts.

Hampden, ss: County Commissioners' Meeting. April 3d, 1907.

Whereas, it has been made to appear to said Commissioners that John J. Sullivan, of Holyoke, in said county, was sentenced to the House of Correction in said county on the 25th day of January, 1907, by the Police Court of Holyoke and whereas it further appears that a written permit to be at liberty was issued to the said John J. Sullivan on the 9th day of March, 1907, by said Commissioners under the provisions of section 113 of chapter 225 of the Revised Laws and it further

appears that said John J. Sullivan has been convicted of a crime punishable by imprisonment, it is now ordered by said commissioners that the said permit be revoked.

J. M. Sickman)
C. H. Nutting) County
Chas. C. Spellman) Commissioners.

The sum of eighty-three dollars and seventy cents is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for
damages done to
sheep.

Sundry accounts being presented, are allowed, and the same amounting to the sum of forty-one thousand, nine hundred and thirty-one dollars and eighty-nine cents are ordered to be paid from the county treasury.

Accounts.

\$41,931.89

Hampden, ss: April 6th, 1906.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Monis Clerk.

